

NOVA SCOTIA LED THE WORLD IN MANY MATTERS

An Interesting Historical Paper by A. M. Bell, Read at Rotary Club's Luncheon—Boston Rotarians Present American Flag to Halifax Club

"Nova Scotia First," was the subject of a most interesting historical paper compiled by Rotarian A. M. Bell, and read by Rotarian W. M. P. Webster, at yesterday's luncheon of the Rotary Club held at the Halifax Hotel. Starting with the early days of Hon. Joseph Howe and Sir Charles Tupper and the fight for Responsible Government, the paper showed Nova Scotia leading the world in the matter of education and technical education, and at one time in shipbuilding and sailing of ships. At the present time Nova Scotia is the first to extend loans for farms and was the first province to pension school teachers. Rotarian Hart was the chairman.

Previous to the reading of Rotarian Bell's paper, American Consul General Young presented the Rotary Club with a silk American flag on behalf of the Boston Rotary Club. This flag was given to Hon. Justice Russell and George E. Bock at a Rotary Club luncheon at Boston in April, to bring to the Halifax Club. An address which accompanied the flag was also read. The president of the Rotary Club expressed the thanks of the club to our American cousins, and spoke of the splendid co-operation they are giving in the present struggle.

The Early Struggle
The paper is in part as follows:
Of the provinces which form the Dominion of Canada, Nova Scotia is the



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selves and brought honor to their native province.

In the first of these struggles, Gen. Williams held Kars with a force of Turkish soldiers for a period of six months until compelled by famine to surrender.

Another incident which is not so generally known is that Joseph Howe, at the request of the British government, tried to recruit men for the British army in the United States. This was contrary to international law and Howe narrowly escaped arrest and imprisonment. A number of vessels were fitted out in which they sailed for the seat of war.

The First Church

As Port Royal was founded before Quebec, doubtless the first Roman Catholic Church in Canada was built there by Champlain or Poirerouart in Annapolis.

His matters pertaining to religion Nova Scotia has a record not exceeded by any other province in Canada.

It is claimed that the first Sunday school on the North American continent was that of St. Paul's, in Halifax, it having been established in 1788.

The first missionary sent to heathendom on the sole responsibility of a colonial church was the Rev. John Geddes, Presbyterian, who was sent to New Hebrides in 1840. The trip occupied nineteen months and a half.

Seventeen years later the brigantine "Day Spring" was built at New Glasgow for the same Missionary Society of the Presbyterian church. Altogether this society sent out from Nova Scotia in twenty-five years thirteen missionaries, of whom two were murdered by the natives and one, the Rev. Wm. Annand, still survives, after forty years of active service.

Nova Scotia was the first province of Canada to provide a sanatorium for sufferers from tuberculosis.

Halifax had also the first post office in Canada.

Nova Scotia was the first country in the world to send a relief ship, the Tremorah, to the sufferers in Belgium, and the New York World estimated the value of the cargo as equal to a gift of \$80,000,000 from the United States.

The first steamer in British North America was built in Halifax in 1829, and ran as a ferry between Halifax and Dartmouth.

The first exhibition held in any British colony was held in Halifax in 1864.

Port Royal, now Annapolis, has the distinction of being the oldest town but one in North America settled by Europeans.

One interesting and curious circumstance the speaker referred to in closing was the fact that in the cemetery of the little Dutch Church there is a monument to the memory of Rella Jane Baitley, foster sister to her Royal Highness the Princess Royal of England. She died in 1844, a child of three years. The Princess Royal, nursed with the child, married the Crown Prince Frederick of Germany and became the mother of the blaspheinous emulating and diabolical cruelty known as the Kaiser.

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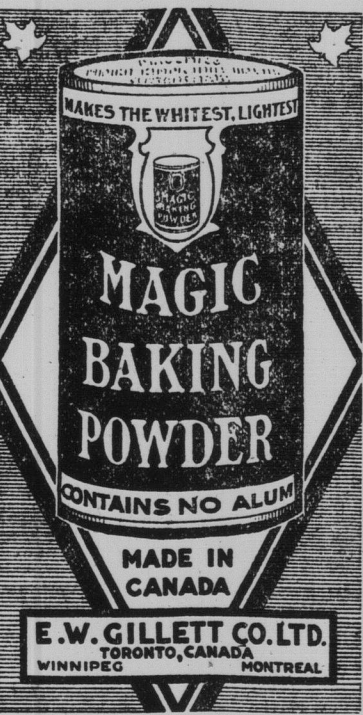
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Much cursing and snatching, we could see that only one more issue remained. One fireman, Thomas, was dead; another was nearly gone; my steward, Buckley, was almost gone; we tried to pour some milk and water down his throat, but he could not swallow. No one could now eat biscuits; it was impossible to swallow anything solid, our throats were afebrile, our limbs numb, our hands were white and bloodless. During the forenoon, Friday, 28th, another fireman, named Tribe, died, and my steward, Buckley, died; also a cattleman, whose only name I could get as Peter, collapsed and died about noon.

The Floating Grave.

To our unexpressed relief we were rescued about 1.30 p.m. on Friday, 28th, by the French steamer Venezia, of the Faure Line, for New York for horses. A considerable swell was running and in our entangled state we were unable to properly manoeuvre our boat, but the French captain, M. Paul Bonifacio, handled his empty vessel with great skill and brought her alongside us, sending out a lifebuoy on a line for us to seize. We were unable to climb the ladders, so they hoisted us one by one in ropes until the twenty-four live men were aboard. The four dead bodies were left in the boat, and she was fired at by the gunners of the Venezia in order to destroy her, but the shots did not take effect.

I cannot speak with sufficient gratitude of the extreme kindness and solicitation which was shown us by all on

board. Our wet clothes were at once stripped off and dry ones put on; hot tea and cognac was poured down our parched and swollen throats; then we were put to bed in steam-heated first-class cabins. Our feet and hands were swollen to twice the normal size, and several of us narrowly escaped frost bite. In the evening we were given a light meal of soup and boiled beef with potatoes, with claret, and during the night the stewards were kept busy providing water for our unquenchable thirst. Every possible want was anticipated by the captain, officers, engineers, and stewards, who placed freely at our disposal their ward-ropes, toilet articles, tobacco, &c.

The position of our rescue was in 46-19 N. 9-18 W. about 100 miles from the nearest land, which was the northern coast of Spain. We had sailed about 200 miles in a south-easterly direction. I doubt if we should have survived another night after our last issue of water. I gave the main facts of the situation to the captain, and he sent out a radio message announcing our rescue in such a manner as to apprise all ships in the vicinity of the possibility of finding some of the other five boats. Captain Bonifacio also left his course that afternoon and proceeded to the north-west in the hope of seeing some of the other boats.

I earnestly hope that the other five boats have been picked up, for I fear that neither of the small accident boats had much chance of surviving the weather I experienced. At present I have not yet regained fully the use of my hands and feet, but hope to be fit again before arrival in England, when I trust you will honor me with appointment to another ship.

I conclude my report with an expression of sincere and deep gratitude to Captain Paul Bonifacio and his officers and crew of the S. S. Venezia, whose most generous kindness we owe a speedy recovery from the effects of our exposure. The doctor is an aged gentleman of seventy-five years, who most nobly exemplified the gallant spirit of French self-sacrifice. He, too, has done his utmost on our behalf.

I am, Gentlemen,

Your obedient servant,

(Signed) BENJ. CHAVE.

Steamship Alnwick Castle torpedoed at 6.10 a.m. 19, 8, 17. Crew rescued by steamship Venezia 28, 8, 17, and landed at New York.

B. Chave, master; H. Macdougall, chief engineer; R. G. D. Speedy, doctor; R. E. Jones, purser; N. E. Carnaby, Marconi operator; K. R. Hemmings, cadet; S. Morris, quartermaster; T. Morris, A. B.; S. Meil, greaser; F. Soffley, fireman; H. Weyers, assistant steward; S. Hopkins, fireman.

Deaths:—R. Thomas, fireman; Tribe, fireman and trimmer; Buckley, captain's steward; W. Kitcher, foreman cattleman; Peter—?, cattleman.

Rescued passengers ex Alnwick Castle, 8th class:—J. Wilson, J. Burley, G. Fraser, D. D. W. Williams, W. T. Newham, E. O. Morrison.



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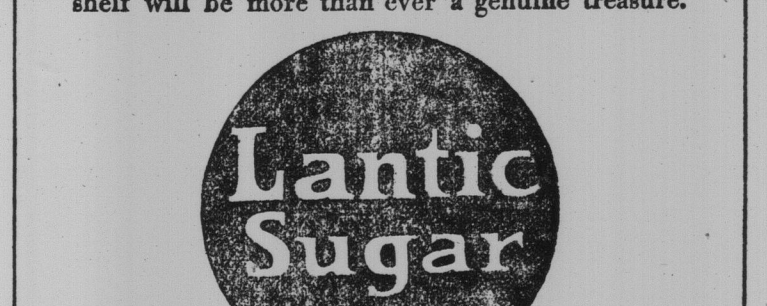
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