

# The Weekly Monitor

Featuring the  
News of  
Annapolis and  
Digby  
Counties

VOL. XLV. No. 47 BRIDGETOWN, ANNAPOLIS COUNTY, N. S., WEDNESDAY, FEBRUARY 27, 1918 TERMS:—\$1.50 per Year in Advance. Single Copies 3 cents

## THE TERRIBLE EUROPEAN WAR

### HAGS' TROOPS ARE WATCHING EVERY MOVE OF THE WILY ENEMY

And it is their belief that if Germans launch their offensive they will pay a hellish price for any ground they get.

(By Philip Gibbs, for the New York Times)

**WAR CORRESPONDENTS' HEAD-QUARTERS, February 26**—Although today is dull, the previous two days had been wonderfully bright for the time of year, with a blue sky over the front, and the British airmen made the most of the visibility by getting out and about and across the German lines, noting the changes there, and watching for any movement on the rails and roads.

It is not often in this war nor in any other that one can see the enemy in actual battle, for as a rule if a man is seen, he dies. But two days ago I had a chance to see many German soldiers behind their lines, no bigger than ants to the naked eye, but through one's glasses quite clear and distinct as human creatures. Busy with some purpose of their own, they came wading down the track 2,000 yards away, not knowing, I guess, that they could be seen from the hummock of earth whither I had crawled into a hole to look through a squint box.

### LIKE MEN OF ANOTHER PLANET

First came a column of lorries and then a body of marching men and then a party of cyclists. The track was white in the sun against the green of the grass, and these men moved very slowly, like a creeping shadow. It gave me a queer emotion to see them there in their own lines, these gray men, who are hidden as a rule until the British go forward in an attack to rout them out of their holes and ditches after enormous bombardments. It was as if one saw the inhabitants of another planet through some mysterious telescope. And truly these German soldiers are as distant from us, as strange to us in ideas and purpose as if they dwelt beyond the stars. At least, while trench lines divide us the link seems to be snapped between their human nature and ours. Yet they were less than two miles away, moving in the same sunlight that cast a shadow across my hummock of earth.

Behind them and much farther away, were the guns which have no human nature, but which in this war seem to the infantry like powers that belong to the spirit of evil, blind in their destruction, careless in their choice of victims, ruthless as the old devil gods of the world's first darkness.

It was a quiet day on this part of the line, as on most others just now in this breathing space before great battles, but the German guns were sending over some ranging shots and doing a little target practice against some of the British positions. The British are not deceived, however quiet they are, and they are watching every step even in the enemy's lines. The slightest change in the shape of a trench or mound of earth, the daily hum of the enemy's shell fire, any unexpected movement which may be detected by sound of sight with vigilant senses.

### THE ENEMY'S CHANCES

"What are the enemy's chances of attack?" I asked.

"It was a soldier—a signaller, who answered in one grim sentence: 'The chance of getting Hell.'"

"I think that is the belief of most of the British not only in this part of the line, but in others, and I believe also that, if the enemy persists in his preparations for an offensive and then drives his men forward they will pay a hellish price for any ground they get."

For the first time, it seems, they will bring up tanks against the British. To break through the wire they have copied British tanks and their method of using them against wire defenses, but the British tank pilots, and their commanders smile at this menace while accepting the compliment of imitation.

### PREPARINGS AROUND THEM

They had to learn by bitter experience some of them said to me yesterday, and the Germans have got to buy their knowledge in the same school. We are many battles ahead of them, and we shall make rings around them with any luck.

## STEAMER TOWED OVER 1200 MILES

### RECORD LONG DISTANCE TOWN IN ROUGH WEATHER.

Eight Stout Hawasers Required to Perform the Work—For Many Hours the Ships Were Unable to Make Headway Against the Big Seas.

HALIFAX, Feb. 22—There are on record many long distance tows by steamers or tugboats, nearly all of them made at a season of the year when winds are moderate and the task is comparatively easy, but the arrival here of a Cunard liner with the crippled American steamer *Clara*, 3,537 tons, dragging on eight stout lines running from the Cunarder's stern, eclipses all previous towage records. Barges, yachts and other craft may have been towed longer distances—the *Clara* was towed twelve hundred miles—but it is doubtful if any other vessel has ever brought her tow to port under conditions such as these which the Cunard liner above referred to had to combat. The *Clara* lost her rudder and the machinery was disabled.

Through storm after storm, terrific in their intensity, culminating in the great gale of the Nova Scotian coast last Sunday, the Cunarder hauled her heavy and helpless burden. Time and time again the lines parted, but there were always some of the eight big hawasers that held until the broken ones could be renewed. Often the towing ship was unable to make headway against the storms, but she kept steadily driving into the great seas, making a knot now and then until a lull in the storm would enable her to manufacture a respectable mileage.

Besides having established a towage record, Captain Fear and his crew are entitled to the credit of having saved the *Clara* from the possibility of falling a victim to the U-boats. When her distress signals were picked up in Mid-Atlantic he had for days been drifting back towards the danger zone through which she had recently passed in safety. Thus the possible loss of a valuable ship—a national asset—was avoided.

### HERBROOKE, Que., February 21

Four men were killed, another will die, and three others seriously injured in the shaft of the copper mine at Euclis late last night on returning to the surface in a car, by the fall of a large piece of rock.

The killed are: John Bradley, Euclis. George LeBlanc, Windsor Mills. Peter Hoduluk, a Russian. George Rostagno, Cobalt. The injured: Peter Blodeau, skull fractured. Sam Olmick. Charles Gelinias. T. Dobish. At the time of the accident, there were about twenty men on the car, but those who escaped injuries had time to jump when they heard the rock come crashing down the shaft.

George LeBlanc had only started work in the mine on the morning of the accident.

## FIFTY-THREE LITTLE TOTS COMIGNED TO EARTH

### A Sad Scene at the Funeral of the Victims of the Grey Nunery Fire in Montreal.

MONTREAL, Feb. 21—Fifty-three little white caskets, each containing the body of one of the victims of the Grey Nunery fire, were buried from the chapel yesterday afternoon. Archbishop Bruchési, assisted by the Rev. Father Thibault, chaplain of the Grey Nunery, had charge of the funeral services, which were held in the Holy Cross Chapel. A choir of thirty voices, all Sisters, led the singing of the "Canticles of the Angels" in a chapel which was half filled with ferns and flowers, in which the little white caskets were almost concealed. When the last words were spoken, the Sisters, in eighteen carriages, rode to Cote Des Neiges cemetery as if loath to part with the little ones.

The bodies were brought to the chapel yesterday morning, and hearses and carriages were provided to remove them later to the cemetery.

In the spring the children will be buried in the Grey Nuns' community plot in Cote Des Neiges cemetery, and the Sisters will erect over the Common grave a monument to those who perished.

### A Valuable Souvenir.

Annapolis Spectator says: A substantial and valuable souvenir of the battlefield was received this week by Town Clerk Harris, from his son Kenneth, who had been enjoying a fortnight's leave and sent the article from Edinburgh. It is a field glass of superior make taken from a German officer, the casing being so constructed as to be non-breakable, the lenses for each eye being of separate operation and adjustable to any vision, while a graduation system gives the range of objects according to their visibility. It is certainly a scientific production of the latest type.

### Assistance Is Impossible Now.

LONDON, February 21—The Daily Mail's Petrograd correspondent, telegraphing Wednesday afternoon, says that the latest developments there have made impossible measures of assistance which the Allies were preparing to give Russia in her fight against the enemy.

## FLORIZEL LOST SUNDAY MORNING

### RED CROSS STEAMER FLORIZEL WRECKED NORTH OF CAPE RACE

#### 41 Survivors out of 77 Passengers and 69 Members of Crew—Struck in Raging Blizzard During Saturday Night and Foundered Herself to Pieces on Rocks.

St. John, Nfld., Feb. 24.—The British steamship *Florizel*, from St. John's for Halifax and New York, with passengers, was pounded to pieces by combbers, a few hours after it went ashore at Freshwater Point, seven miles north of Cape Race. The number of persons—passengers and crew—who are thought to have perished, is placed as high as 145.

The meagre reports received from the isolated spot where the *Florizel*, a Red Cross Line vessel of 3,081 tons gross, went upon the rocks, have failed to mention that any lives have yet been saved. Heavy seas made fruitless the efforts of rescuers and agents of the line here said they believed there could be no survivors. Already the bodies have begun to come in from the sea.

Beating her way due south, the *Florizel* plunged into a blinding snow blizzard. She rounded Cape Race in a heavy sea and was hugging the shore when she piled on the rocks. After sending a single S. O. S. call, her wireless became silent.

The steamer, in charge of Captain William Martin left here last night at 8.40 for Halifax and New York. Her crew comprised 69 all told and she had 59 saloon and 27 steerage passengers. It was fine when she left, but a snow storm soon followed and by midnight a furious blizzard was raging over the whole countryside and extending seaward where it must have made the *Florizel's* progress difficult if not impossible.

She should have rounded Cape Race shortly after midnight but at 5 this morning she reported herself by self-transmitted wireless message heavily ashore near Cape Hayden, fifteen miles north of Cape Race, and fast breaking up. When daylight broke men from the fishing village hurried to the scene and found that some few men were visible on deck, but that there was no chance of helping them owing to the mountainous seas raging.

### Forty-Four Survivors

ST. JOHN'S, Nfld., February 25.—Boat crews from the Newfoundland steamer *Prospero*, braving the breakers which are battering to pieces the wreck of the Red Cross liner *Florizel* on the ledges north of Cape Race, today took off forty-four survivors, all of whom were left alive of the ship's company of 136. The death list tonight stood at 92.

Of the rescued 17 are passengers. Only two of the twelve women aboard and none of the four children were saved.

### THE SOLDIERS' VOTE.

Further Returns Increase and Decrease Various Majorities.

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In Dorchester, Hon. Albert Sevigny received five votes as against two for his successful opponent, Lucien Cannon.

Down in Nova Scotia, Duff, the opposition candidate in Lunenburg, who had a majority of over 800 has only had it cut down by a little over 100. In Inverness, where Dr. Chisholm had a majority of nearly 1,600, the Unionist candidate only received 48 as against 19 for Chisholm. In Digby and Annapolis Davidson, Unionist, secured 169 and Lovett, 45.

In Westmorland, New Brunswick, Cope, opposition has still over 1,000 of a majority. Price securing 86 and Copp 37. Robidoux, the Unionist candidate in Kent didn't better his case to any appreciable extent only securing 30 votes as against Leger 16. In Restigouche, Michaud, opposition, is still safe, Stewart only pulling down his large majority by 60.

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## JERICHO FALLS INTO BRITISH HANDS

### Australian Mounted Troops Entered Famous City on Thursday.

LONDON, February 22—The British forces in Palestine have captured the City of Jericho, Australian troops entering the historic city on Thursday. Aside from its historical and sentimental importance, the capture of the city gives General Allenby a number of strategic roads over which to move his men and their supplies. Within twenty-four miles from the present British position is the railroad from Damascus to Mecca, which has been the artery which has fed the Turkish troops operating against the Arabs. If this road were cut it would give the tribesmen great advantage in their struggle.

The War Office announces that the city was entered by Australian mounted troops yesterday. Little opposition was encountered. Subsequently the Australians established themselves on the line of the Jordan and the Wadi Auja. The official statement reports the continuation of bad weather, North and northwest of Jerusalem, the British advanced positions were extended slightly and rendered secure. During the fighting of Wednesday the casualties of the British troops were again slight.

### THE OFFICIAL ANNOUNCEMENT

The text of the communication follows: "Yesterday morning after an uneventful night our forces operating east of Jerusalem resumed their advance toward Jericho. Little opposition was encountered, and at 8.20 a. m., Australian mounted troops entered the village, subsequently establishing themselves on the line of the Jordan and the Wadi Auja.

"The weather continues bad with mist and heavy rain.

"Our casualties in the fighting Wednesday again were slight. Forty-six Turkish prisoners were taken between Tuesday and Thursday.

"North and northwest of Jerusalem our advanced positions were slightly extended and secured."

### Four Killed in a Mine Accident.

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