

The Weekly Monitor

AND

Western Annapolis Sentinel

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BRIDGETOWN, ANNAPOLIS COUNTY, NOVA SCOTIA, NOVEMBER 4 1914

NO 30

No Increase in Price

Royal Baking Powder, made of pure Cream of Tartar and soda, the greatest bake day aid to the housewife, has not advanced in price, notwithstanding the shortage of the raw materials from which it is produced.

How the Canadian Expeditionary Force Crossed the Atlantic

The Stupendous Work of the Navy in Conveying the Fleet of Troopships from Gaspé to Plymouth. Graphic Story of the Voyage

STORY OF THE JOURNEY

PLYMOUTH, England, Oct. 14.—Canada's striking force was landed at Plymouth today without the loss of a single man. It was the last stroke of success given by the finished workmanship of the Royal Navy to the stupendous undertaking of conveying across the Atlantic Ocean the largest single force that ever crossed these waters. We who have been under the care of Britain's sea power during this long and arduous voyage of fifteen full days carry away for her navy's efficiency a respect that shall never fade. At no time during the voyage were more than six warships of moderate speed and effectiveness within sight simultaneously, but from such information as leaked out it was apparent that there were within reach an overwhelming force of magnificent British ships sufficient to adequately account for the strongest fleet which Germany could possibly put into these waters. From first to last there was aboard the troopship an air of ease and even gaiety which told its own tale—that every man had complete confidence that Britain's naval power would see them through.

SLIPPED DOWN THE ST. LAWRENCE.

October had just dawned when the headquarters ship of the Canadian transport fleet slipped from her mooring at Quebec and silently stole down the St. Lawrence. Most of the ships had left the night before, and the Franconia was among the last to go. When she cast off the docks were almost entirely deserted, and the scenes which usually mark the departure of an ocean liner were lacking. When the Canadian contingent left for South Africa many glistening eyes followed the prow of the troopships. But it was different in this case. There was no one to weep. Some longshoremen called "Good-bye" and "Bon voyage." Most of those on board had gone to bed hours before. None had the faintest idea what time the voyage would commence but all had returned with the ardent desire that when they awoke they would be on their way. Some were impatient. They had wearied of the daily round and common task at Valcartier, and there was great joy among the men when they found themselves aboard the transports.

ASSEMBLING AT GASPE.

After an uneventful trip down the river the flagship dropped anchor in Gaspé Bay, which had been chosen as the rendezvous. This was one of the places visited by Jacques Cartier in the sixteenth century. Here all the ships had been ordered to assemble preparatory to the epoch-making trip across the Atlantic, and it was at that point that Admiral Weymss took control of the expedition. When the Franconia rounded the cape and took up her position in the midst of the fleet, some thirty troopships were already anchored in the beautiful bay, and everything combined to make a scene of grandeur, the like of which has never been witnessed in Canada before and probably never will be again. Indeed, so much of beauty and magnificence was crowded into the picture that one would have to journey a long way before it could be surpassed. In some respects the spectacle reminded the onlookers of the visit of King George to Liverpool some years ago, when the stately of Britain's mer-

chant ships, lined up in the Mersey, were viewed by His Majesty. Alongside the troopships, looking grim and businesslike, lay four British cruisers. Just outside the bay larger warships patrolled the gulf. In the background stretched the picturesque countryside, dotted with quaint churches and the pretty cottages of the fisherfolk. Away in the distance could be seen the shores of desolate Anticosti. There was scarcely a ripple on the beautiful blue water of Gaspé Basin, and a more peaceful-looking place surely does not exist. It would be interesting to know what were the emotions of those lonely fisherfolk as they beheld the sight presented to their view that morning. It was indeed enchanting, and one could gaze all day upon the picture without tiring of it.

During the day a farewell message was received from H. R. H. the Duke of Connaught, and the great fleet was reviewed by the Minister of Militia, Colonel Hughes did not board any of the ships, but waved a "Good-bye" to the troops from the deck of the steam yacht which had brought him to Gaspé. Copies of an appropriate message from the Minister to the men were distributed on each of the transports.

The Canadian force joined at Gaspé by the steamer Canada, with the Lincolnshires, an English regiment on board. The Lincolnshires had been on garrison duty in Bermuda, where they were relieved by the Royal Canadian Regiment. They da, where they were relieved by the Canadian forces assembled at Gaspé, messages of welcome being conveyed to them by signalers stationed on the top decks of the troopships.

THE LAST MAIL DELIVERED.

One of the unique features in connection with the stay at Gaspé, was the distribution of mails by the postal corps with the contingent. Over 40,000 letters were delivered to the troops on board the various ships. It was the last opportunity Canada's soldiers had to receive news from home until they reached England.

The fleet sailed from Quebec. When Gaspé was reached Postmaster Murray spoke to Colonel Williams regarding the distribution of mails. The Commandant communicated with the Admiral, who placed a steam launch, manned by an officer and several tars at the disposal of the postoffice department. The work of distributing the letters was done with characteristic British thoroughness. In addition to the postoffice officials three of the ship's officers stood at the head of the companion ladder and kept account of the sacks as they were transferred from the liner to the launch which was to deliver them to the various troopships.

SAILED ON OCTOBER THIRD.

It was on the afternoon of Saturday, October 3, that the great fleet sailed out of the harbor of Gaspé and headed toward Britain. Night fell soon afterwards, and Canada's soldiers got a farewell glimpse of their country as the ships ploughed into the darkness. The historic voyage had commenced. Not since the days of Christopher Columbus has the old Atlantic seen a voyage of such significance. Never has a larger single force been moved across any ocean in one convoy. Cher after-cher burst from the men as the sigher patriotic airs and there was happiness everywhere. The grandeur of the scene was far more impressive than was the mobilization of the fleet at Gaspé. Fifteen miles of ships figured between forty and fifty thousand men on board, counting the crews of the warships and the transports. In addition to the Lincolnshire Regiment, the Canadian soldiers, numbering some 31,000, were joined at sea by the Newfoundland troops, about 850 strong. These were on board the Florizel. The total tonnage of the whole fleet was officially estimated at half a million tons. Immediately after leaving the rendezvous the ships formed into three columns, as follows:

FORMATION OF CONVOY.

Column Z.—H. M. S. Eclipse, transports Megantic, Ruthenia, Ber-mudian, Albatross, Ivernia, Scandinav-ian, Sicilian, Montezuma, Lapland, Cassandra, Florizel.

Column Y.—H. M. S. Diana, transports Caribbean, Athena, Royal Ed-ward, Franconia, Canada, Mon-taigne, Manitou, Tyroljan, Laurentic, Tunisian.

Column X.—H. M. S. Clorphydia, (flagship), transports Scotia, Ar-cadian, Zealand, Corinthian, Virgin-ian, Andania, H. M. S. Gloria, Stran-der, Saxon, Grampian, Lacomia, Montreal, Royal George, H. M. S. Scotia.

This formation was kept until the fleet was within a few hundred miles of Britain. In lines one and a half miles apart the transports were half a mile apart, so that the area occupied by the convoy was over fifteen miles square in extent. Before Newfoundland was sighted larger warships joined the convoy, these including the Suffolk, the Glory and the Niobe. The Suffolk was several miles in front, and was

not seen by the soldiers until mid-ocean was reached, when the war-ship returned to American waters. "Good-bye, good luck," signalled Rear-Admiral Craddock of the Suffolk, as his ship steamed past the lines of transports. The Niobe of Canada had already returned. The day after the Suffolk left the Queen Mary, one of the latest battle cruisers, appeared, and took up a position several miles to the north of the fleet of troopships, where she remained for several days. Before departure she passed through the lines, and the soldiers had a good opportunity of seeing her at close range. The Glory, which accompanied the ships all the way across, occupied a position several miles distant on the starboard side, while two armed cruisers sailed ahead of the convoy to keep the coast clear. In addition to these, the Royal George and the Niobe, two of the fastest of the troopships were used as scout ships.

THE FIRST SCOUTS.

When the fleet was within easy reach of England two of the ships bearing the Army Service Corps and allied units were allowed to push ahead, in order that those on board might disembark first and make preparations for the fighting forces. They were escorted by the cruiser Diana, which placed at the head of the "Y" line was taken by the battleship Majestic.

The greatest possible secrecy was maintained with regard to the location of the fleet of transports as they stole across the Atlantic. No ships were allowed to pass near their course.

There was considerable excitement on Wednesday, October 7, when two military stragglers were chased by the British cruisers leading the con-voys. These were quickly laid by the heels and ordered to follow the con-voys for a good part of the way, which they did. They were given their freedom when it was too late for them to divulge information that might have been of interest. As assistance, to the enemy. Some days later two of the bank steamers, the Iroquois and the Navahoe, broke through the lines. One of the cruisers was quickly on their tracks, but what happened to them no one was able to learn.

PRECAUTIONS AT NIGHT.

All sorts of precautions were taken. At night all windows were blanketed and the ships sailed along with only sidelights and sternlights showing. While the wireless apparatus was not dismantled, the wireless op-erators were not allowed to send or receive messages, and were ordered to do so by the Admiral. The only mes-sages received by the transports were transmitted by means of flag by day and Morse lamps by night. The wireless men were at their posts dur-ing the whole voyage, but not once were they called upon.

The ships sailed three abreast all the way across the Atlantic, and the three lines were so regular that one would have thought the transports had been chained together. Only once were the columns broken, and that was when a young Scotman by the name of Thomas Moore fell over-board from the Royal Edward in mid-ocean, but he was quickly recover-ed.

DRILL ON SHIPBOARD.

At certain periods during the day physical culture courses were given, and many forms of amusement were indulged in by the troops. For hours each day the men marched around the decks to the strains of the bagpipes and mouth-organs, and at intervals these exercises were varied by others of a not less strenuous character. On Monday a series of boxing bouts were arranged on the after deck, and by various contests were witnessed by an enthusiastic throng of soldiers and nurses. The evenings were spent in various ways, and some interesting concerts which took place in the sergeants' mess at-tracted greatly to the enjoyment of large audiences. Many of the officers were much impressed in a useful series of military lectures given largely by Imperial officers, and the nurses attended seven lectures deliv-ered for their particular benefit and instruction during the voyage.

VETERAN NURSES ON BOARD.

It is a matter of interest to men-tion that five of the twelve Canadian nurses who went through the South African war are here with the Cana-dian contingent, namely, Miss Mac-donald of Nova Scotia, mother, Miss Scott of Toronto, Miss Margaret Smith of Ottawa, Miss Marcella Richardson of Woodstock, Ont., a daughter of Judge Richardson, who exchanged Louis Riel, and Miss Vic-toria Nesbitt of Ottawa.

Religious services were conducted every Sunday on board the various troopships. Those officiating on board the headquarters ship were the Divisional Chaplain, the Rev. Mr. Steacy of Ottawa, both Anglicans while Major the Rev. Father Jolicoeur of Valcartier and Capt. the Rev. Father Workman of Montreal ministered to the Roman Catholics.

W. MARCHINGTON.

THE WEEK'S WAR NEWS

Turkey Offers Apologies to Powers of Triple Entente

LONDON, Nov. 2 (10.05 p.m.)—The Grand Visier of Turkey has apologized on behalf of his Government for the warlike operations of the Turkish fleet under German commanders in the Black Sea, but it was stated authoritatively this evening that the Porte will have to go very much further than this before the Powers of the Triple Entente will agree to resume friendly relations with the Ottoman Government.

It was disclosed in a statement issued by the French Government this evening that Turkey, in reply to a note presented by Great Britain, Russia and France, on Friday last, agreed to recall her fleet from the North Sea, but refused to dismiss the German officers from her ships, and that, as it was believed she could not maintain a passive attitude without doing this, the Ambassador of the Entente Powers demanded their pas-sports and left Turkey.

Bulgaria Mobilizing Second Line of Troops

LONDON, November—A dispatch to the Exchange Telegraph Company from Rome says: "A message received here from Bulgaria has ordered the mobilization of her second line of troops." The first line of troops already have been mobilized.

WAR BRIEFS

There is a consensus of civilized feeling against Germany such as the world has seldom, if ever experienced before. There was never any such world-wide sentiment against Napoleon.—New Statesman.

After the fall of Liege, the Germans again tried to bribe Belgium, through the Dutch Foreign Minister. The highest compliments were paid to Belgian valor, and an assurance given of Germany's willingness to make with Belgium any agreement that could be reconciled with the conflict in France. A defiant answer was the reply.

The false report has been circulated by Germans that the Indian troops were invited to England to take part merely in a great parade. His Highness Aga Khan in a meeting in London said, "All Indians know that if Britain were ever weakened, India's aspirations, India's whole future would go to pieces."

Mr. Asquith says two years ago, Germany asked the British Cabinet to pledge themselves to neutrality in the event of Germany's being engaged in war.

The richest shipping haul the British have yet made is the capture by the Cumberland of nine German liners off the Cameroon river, Africa, together with a German gunboat. The tonnage of the liners is 30,915. Large quantities of coal in their cargoes.

The German paper Vorwaerts, suspended Sept. 27th, has reappeared, the publisher agreeing to say nothing about the war, or upon class questions.

An Englishman, a prisoner of war in Berlin, now released because he is over 55 years of age, says that he saw in a German paper that only 2000 enlisted in Great Britain.

A letter found on a German prisoner reads, "With us officers and soldiers are becoming scarce. Everybody is being taken. It is Germany's last hope. Have you bread enough? Many complain they do not have enough."

Two Austrians were found, Oct. 17th, with drawings and plans at Martinere fort, Quebec. They are held at the Citadel. The British losses between Aug. 12th, and Oct. 8th, were 12,980 men and 561 Officers.

The bayonet used by the Germans has nine inches of teeth and is capable of inflicting a terrible wound.

The following articles were found in the room of a German in Toronto.—One automatic revolver, two clips of cartridges, a box of cartridges, two dirks, one clasp knife with a long blade, a set of pointed knuckle-dusters, and one electric torch. Under the Alien enemy's Act, he was fined \$300.00 or three months imprisonment.

Montreal has 10,000 Germans, Poles and Austrians. The civic Authorities have a job on their hands in interning these Alien enemies. About half the men needed for the second contingent have volunteered.

Great Britain has prohibited the importation of sugar. It has been found that German or Austrian sugar has been sent to a neutral nation and then reshipped to Great Britain.

Rev. Dr. Chawn has sent to Sir Robert Borden a strong protest against the order of General Alderson, authorizing a wet canteen for the Canadian troops in England, and urges him to appeal to the Home Government to remove it.

Sir Thomas Lipton's yacht, Erin, took about twenty Red Cross nurses to land at Havre, France, for service in the war. The Dutchess of Westminster went with them.

Canadian airmen has started to practice on Salisbury Plains. Asiatic cholera is spreading in Austria, Hungary and Galicia, to an alarming extent, chiefly among soldiers, being rapidly fatal in a few hours. The Austrian government is severely criticized for the neglect of precautions. This disease will cause more mortality than the war, besides crippling the army.

Sir Hiram Maxim, of Maxim gun fame, has invented a new bullet which can be used in an ordinary gun. It is intended principally to be used against Zeppelins and dirigibles and as soon as it strikes the gas bag it will set it on fire.

"Is Mickey in condition, Mrs. Doolan?" "He's as fine as silk, Mickey's a fine boy. He's got something up his sleeve that'll astonish all them other fighters." "What is it, Mrs. Doolan?" "It's his ar-r-r-m."

An Appeal to the Men of Annapolis County

To the Editor of the Monitor.

Dear Sir:—With the announcement in the press that recruiting for Nova Scotia's battalion of the Second Expeditionary Force commences to-day (Tuesday, 3rd inst.), the challenge has again come to men of suitable age to seriously consider that, wherever possible, they should offer themselves in the service of their country. The story of why we are at war has been so often told that it would be superfluous to repeat it here. But whether we sufficiently realize all that is at stake, and that this war is just as much Canada's as the British Isles; that upon the success of the Allies depends our national existence, is not altogether apparent.

In a letter from an army chaplain at the front, published in the London Morning Post, he says (referring to the Germans) "if the way they carry on here is any criterion of how they would carry on if they get to England, God help us, for no one else could. England is waking up, I see, but the full extent of the need cannot be driven home too deeply."

Now for England let us substitute Canada in this excerpt, and in its light read the following from a member of the First Canadian Expeditionary Force after landing in England:

"The spirit in Canada seemed to be that England is so powerful that she would win without difficulty, that she did not need help; but here there is no such spirit. They know well they have their hands full; that they are fighting with their backs to the wall. All the papers speak of what is before us—hard work. . . . When we realize our duty is to give our all to save England and the Empire, we shall win if that help is not given too late. . . . I wish I could do something to show that the spirit of 'all is well' is false. All will not be well till Germany is beaten. I have never for a moment been sorry I took the step I did; in fact, the more I see, the more I feel it was the right step, and only wish I could do more to help out."

I believe I am right in saying that Nova Scotia's contribution to the First Contingent was somewhat disappointing. Perhaps we were not altogether blame-worthy. Anyhow, we are going to make a determined effort to give no reason for complaint on this occasion.

But what is Annapolis County going to do? It should be a source of pride to us that the Officer Commanding the Nova Scotia Battalion is to be Lt.-Col. LeCain of Round-hill, and one of the Lieutenants is also from this County, viz.: J. H. Tupper, Bridgetown. Could we not give them at least 100 men?

Here is the challenge: 1st, to every man of suitable age to offer himself; 2nd, to parents and guardians to place no bar in the way, but rather to do their part.

As a writer in the Toronto Globe points out: "In this conflict there is all the difference between the right hand and the left. Freedom, Justice, Peace,—these supreme interests of civilization are at stake for all the world," not only the British Empire. They are assailed by the German army. They are being defended by the British army.

When his country stands in need, the true Patriot rises above all the detaining and narrowing influences of ordinary life, and sees clearly the way of his duty.

Who then, will offer himself in this glorious cause?

Truly yours,
ERNEST UNDERWOOD,
The Rectory, Bridgetown.



Prudence in Banking

He is a prudent man who saves his money; he adds wisdom to prudence in seeking a safe bank in which to deposit it.

The Bank of Nova Scotia

has been established 83 years, has accumulated a Reserve Fund nearly double its Capital and carries ample cash reserves at all times. You are invited to become a depositor.

Paid-up Capital \$ 6,000,000
Reserve Fund \$ 11,000,000
Total Assets - \$ 17,000,000

BRIDGETOWN BRANCH
J. S. Lewis, Manager

County Court

County Court opened at the Court House here yesterday morning at 10 o'clock, His Honor, Judge Pelton, presiding.

The following is the docket of cases before the Court:

APPEALS FROM MAGISTRATES' COURT.

David Sabean vs. Amos Lewis, Chas. R. Chipman for plff., B. W. Roscoe. This case was tried yesterday and judgment was reserved.

No. 1.—L. R. Miller vs. Arthur Bent. O. S. Miller for plff., Chas. R. Chipman for deftd.

No. 2.—L. R. Miller vs. Arthur Bent. O. S. Miller for plff., Chas. R. Chipman for deftd.

Joseph Edwards vs. Eleanor Gillis. Case settled out of Court. O. S. Miller for plff., B. W. Roscoe for deftd.

No. 1.—Toronto Calendar Co. vs. O. S. Miller. Daniel Owen for deftd.

No. 2.—Toronto Calendar Co. vs. O. S. Miller. Daniel Owen for deftd.

COUNTY COURT CAUSES.

Maynard P. Oakes vs. Chas. Gillis, W. G. Parsons, K. C., for plff., B. W. Roscoe for deftd.

W. F. Reed vs. Jennie McNeil. D. Owen for plff., O. S. Miller for deftd.

Annapolis Spector.—The Grant Warehouse is being repaired and put in order for the Annapolis Royal Fruit Company, Limited. The packing room is a fine size being 20 x 60. The upper floor space is 160 x 80 with a cellar below of same size with a 10 foot ceiling. There is storing capacity in the cellar for ten thousand barrels so that in the ordinary season a pack of fifteen or twenty thousand barrels could be handled in the warehouse. It is most conveniently situated, having a railway siding direct and being on the water front, consequently apples can be shipped either by rail or by water. Mr. Arthur Harris, one of our most up-to-date farmers and a well known apple packer, has charge and is now receiving and packing apples for export. Members of the Association in Granville have made arrangements with the Ferry boat to bring apples over and deliver them at the warehouse.

Twenty-five missionaries are being sent this year by the Presbyterian Church in Canada, to the different mission fields of the Church. This will make 269 in the Canadian army of missionaries. 13 women and 12 men comprise the newly enlisted number and three of them are from Nova Scotia. Next year 25 more will be sent out.

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 names of two members of a family will be found convenient. Either person (or the survivor) may operate the account.

A. F. LITTLE MANAGER, Bridgetown
F. G. PALFREY MANAGER, LAWSONSTOWN
E. B. McDANIEL MANAGER, ANnapolis ROYAL.