

The Weekly Monitor

Featuring the
News of
Annapolis and
Digby
Counties

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GREAT BRITAIN'S NEW TONNAGE

DURING LAST SIX MONTHS EQUAL TO SUBMARINE LOSSES

Arthur Pollen, the Naval Expert, Expresses the Opinion That the Allies Will More and More Hold the Submarines Down.

NEW YORK, Dec. 24.—Arthur Pollen, the British naval expert, who has sailed for Europe after spending six months in the United States, gave to the Associated Press a statement in which he said that the campaign of the Allied navies against the submarine has at last resulted in keeping the world's ship tonnage from showing a monthly decrease, or will soon do so. Mr. Pollen gives credit for this success to the change in the chief command carried out by the British admiralty last spring and the participation in the campaign of the American navy.

Mr. Pollen pointed out that six months ago the German submarines were causing a net attrition in the world's tonnage at the rate of nearly 25 per cent annually. While the present rate of attrition is difficult to estimate, it appeared that last month Great Britain launched as much tonnage as she lost; the first ship laid down by the United States since the war has been launched and within the next twelve months a substantial portion of the six million tons provided for in this country, will undoubtedly be afloat. Great Britain's shipbuilding program will similarly increase month by month and moreover the campaign of the allied navies against the submarine will grow in value week by week, he said.

"The significance of this to the fortunes of war does not have to be pointed out," Mr. Pollen continued. "It means that Germany's flank attack on Allied communications has failed and that there is no reason why ultimate full military power of Great Britain, France and Italy, and more especially of all of the United States, should not be felt in the western hemisphere of war. This is a tremendous result."

Speaking of the change in the chief command in the British admiralty, Mr. Pollen said:

"In bringing about this new order of things at White Hall, the reformers did not undoubtedly assist, first, by the fact that an extremely effective, well equipped and brilliantly commanded contingent of American destroyers were already at work in a very important area of the theatre of war, and secondly by the British government waking up to the truth that the belligerency of America meant not only the cessation of a very gallant and enterprising ally, but the domestication of a new and extremely intelligent critic."

Mr. Pollen mentioned the consultations with the British admiralty of three distinguished and resourceful American naval officers—Admirals Sims, Mayo and Benson. "Through these men, American professional knowledge," he said, "has gained a first hand experience of the reality of war and has been able to contribute an impersonal and impartial judgment upon the character of the operations to be pursued and of the methods of command under which they should be carried out. I cannot doubt for a moment that much of the improved efficiency of the counter campaign is due to this intellectual stimulus."

Mr. Pollen paid tribute to Secretary of the Navy Daniels praising what he described as the secretary's policy of obtaining loyal team work, by allow-

ing the forces under his order to be directed, in strictly professional matters, "according to the judgment and advice of the singularly able and efficient officers that, so to speak, form his council of war."

Adverting to the recent North Sea raid by Germans, Mr. Pollen said: "The only remarkable thing about such incidents, is not the occasional occurrence, but their rarity. Were the British or American navy in the position of the German navy, I fancy they would be far more frequent."

Ten Years of Motor Boating

"The marine activities of this country in the war, has created a popular interest in motor boating—a field hitherto almost wholly confined to those fortunate enough to own a boat of their own. The Naval Reserve Force and the Merchant marine did much toward creating this condition, as well as the members of both branches of the service who were in any way interested in motor boats until recently."

"In looking back over the development of the motor boat throughout this country during the last ten years we cannot help noticing the different types that have developed in the various parts of the country," writes a contributor in the December issue of Motor Boating. In the east we have the comfortable, seaworthy cruiser, the express cruiser, the military or scout type cruiser, the cruising house-boat, the runabout capable of being put out in rough weather, the auxiliary sailing vessel and the speed boat. In the Mississippi Valley, the Great Lakes and adjoining waters we have the fast runabout and the speed boat. On the Pacific coast the greatest development has probably been in the commercial motor boat, which is now almost universally used for the purse seiners and cannery tenders in the salmon fisheries, the auxiliary ketches and schooners making their long trips up the Alaskan Coast and even to Siberia. They have also developed some fast boats on the coast, and last, but not least, the cruiser with the pilot house and other comforts necessary for the enjoyment of trips in a climate such as is found at Puget Sound and other Pacific ports."

Greatest Fishing Loss

Destruction of the salmon-spawning run in the Fraser in 1912 by a rock slide from the C. N. R. right-of-way, is the greatest disaster recorded in the history of the fishing industry of the world. The loss to British Columbia in 1917 alone, is in excess of \$8,000,000, and that of the state of Washington exceeds \$19,500,000, a total loss to the packers of that district of \$27,500,000.

The Americans a Big Factor

How many thousand American soldiers are now in France is not disclosed, but the War Department states that the troops in France, with those moving across the Atlantic in a steady stream, and those ready to go, number more than a million, which will make even the Germans realize that the Americans will be a big factor in next summer's campaign.

Going to France

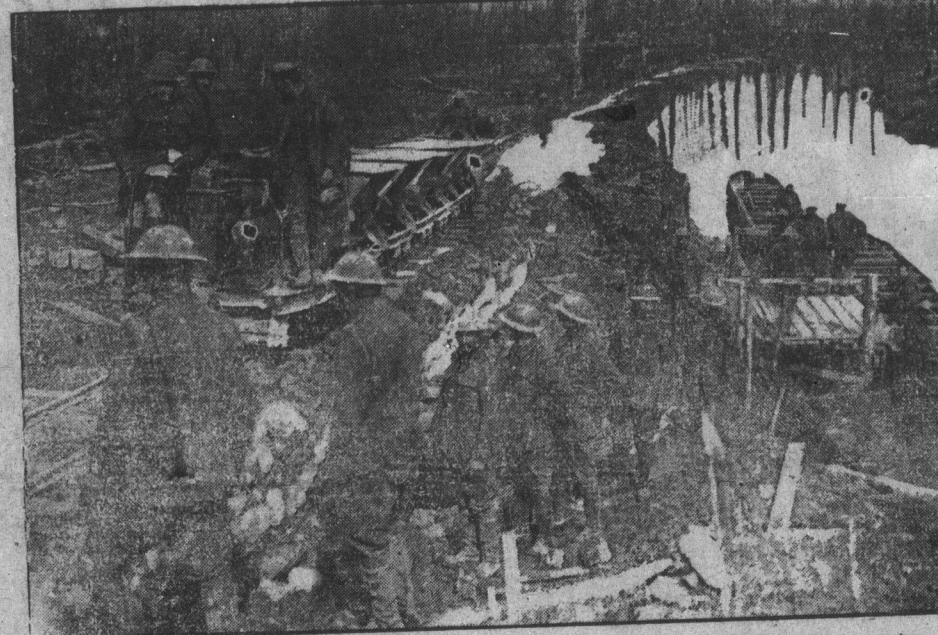
"Billy" Sunday, the noted revivalist and preacher, announced that he intends to go to France soon to hold meetings there.

He will preach against the "Kaiser, who has usurped the place of the Devil."

EUROPEAN WAR SCENES



Official photographs—The Battle of Flanders.—Artillery crossing the Yser. —Photo by courtesy of C. P. R.



British gunners loading pontoon boat with shells and a light railway, returning. —Photo by courtesy of C. P. R.

V. C.'s From Guns Captured by Canadians

OTTAWA, Dec. 24.—A bronze gun, captured by the Canadian troops overseas from the Germans, will be used by the British authorities for the manufacture of Victoria Crosses. The gun in question was captured by the 58th Canadian Infantry Battalion, and Sir George Perley, in a letter to General Mewburn, Minister of Militia, states that he is being turned over to the British authorities. Sir George says that it has been in the past the invariable practice to manufacture Victoria Crosses from bronze guns captured from the enemy. Modern guns, however, are nearly all made of steel, and it is becoming increasingly difficult to obtain the older weapons of bronze.

Sir George Perley, in authorizing the handling over of the captured gun, pointed out the desirability of letting it be known that Canada, and particularly the 58th Battalion had provided the trophy. In response the British War Office wrote a letter expressing the warm thanks of the Army Council to the Dominion Government for having met its wishes in the matter.

Victory Bond Clears

There could be no more popular name for a cigar today than "Victory Bond" and there is every evidence at hand that the cigar is as popular as the name. This cigar is especially manufactured for and is sold to the trade only by Hall & Fairweather, Ltd., St. John, whose large sale in the valley and in Western Nova Scotia must be credited to Mr. Frank Dodge, representative. Victory Bond cigars are in demand and it is up to the retail trade to get ready to supply that demand.

More Delco Light

There is probably nothing at the present time attracting more attention than the Delco Electric Lighting system being advertised in the MONITOR by Mr. Aubrey Brown, of Digby. One of the latest sales is a lighting system for Mr. H. W. Warner's mill in Digby, which will probably also be extended to his residence on Montague street and perhaps the big Warner block on Water street. The salesman, Mr. G. D. Denton, of Digby, is certainly a hustler.

SMUGGLING MAIL TO GERMANY.

The Daughter of a Captain in the Norwegian Navy Has Been Arrested in Brooklyn, New York.

NEW YORK, December 24.—After six letters signed by her had been found in the possession of a Norwegian arrested on a charge of smuggling mail to Germany, Miss Astrid Amundsen, daughter of a captain in the Norwegian Navy, was arrested at her home in Brooklyn today by agents of the intelligence bureau.

Miss Amundsen, who was held in bail of \$750 on a charge of violating the trading with the enemy act, had addressed the letters to relatives and friends in a neutral country, but federal officials said the letters warned the recipients that the writer was violating the law in sending them. They suggested that the letters might be in code.

Death of Frank G. Comeau

The death of Mr. Frank G. Comeau occurred at his home, Saulnierville, Digby Co., on Tuesday evening, after an illness extending over many months. The deceased was one of Digby County's best known residents and for years past has operated a large iron factory at Saulnierville, where he conducted a very extensive business in that line of footwear. Through this industry and by his straightforward business ability he made many friends throughout the Maritime Provinces, who will deeply sympathize with the bereaved family. Mr. Comeau was about 65 years of age and is survived by his widow and one son; also four sons and two daughters by a previous marriage. J. Rene Comeau, mail clerk on the D. A. R., is a son.

Record House Building

The Digby Courier says: A Halifax contracting firm made a record in house building the other day. They started a four-roomed house at one o'clock, and had it finished in time for breakfast to be served the next morning.

25 Years Ago

[From the Yarmouth Times file of Dec. 21, 1892.]
A gold watch, awarded to Captain Samuel Davis, by the British government for saving life at sea? was presented to him in the Town Council

Burial of Husband, Wife, son and Baby

Friday's Halifax Herald says: The remains of H. B. Hillis, his wife Helene, their son Laurie, and the three weeks' old infant, have been interred. Popularly known as "Bert," there was no more highly esteemed business man in Halifax than the manager of the Hillis foundry. Mrs. Hillis was the daughter of Mrs. Cameron, of Pictou, and by her generous, lovable nature and truly womanly qualities, she had endeared herself to many in this city.

Cannot Be Properly Written

There is one sentence in the English language which cannot be written properly, though it is correct when spoken. Here is the sentence, though, of course, there is no rule for writing it: "There are three words in the English language." But the problem is, how is one to know which two—or to—or too—to write?

The Week's Casualties

LONDON, December 18.—British casualties reported in the week ending today totaled 17,976 officers and men as follows:
Officers killed or died of wounds, 331; men, 3,181; officers wounded or missing, 1,033; men, 13,425.

Minard's Liniment Cures Diphtheria

MARINE NEWS

S. S. Northland is now performing a weekly service between Boston and St. John via Yarmouth.

The lobster season opened in Yarmouth Co. last Saturday, Dec. 15th. It opens in Digby Co. Jan. 6th, 1918.

Nova Scotia Fish Co.'s arrivals at Digby: Schr. Lila G. Boutlier, 17,020 lbs. haddock; 22,613 lbs. mixed fish from boatmen.

The D. G. Stanley has gone to the Magdalen Islands to pick up the buoys. This work was attempted by the Simcoe, which was lost in a recent storm with all hands.

All persons employed on American vessels, either in the foreign, coastwise and inland trade, must now obtain a government certificate identifying the holder and also have pasted thereon his photograph.

The Comeau Shipping Co., Ltd., of Comeauville, Digby county, who have recently installed an up-to-date shipbuilding plant at that place, is having the keels for a large steel schooner to be completed as soon as possible.

Schr. Esquimaux, owned by Mr. Herbert Stiles, of Annapolis, which was anchored at the mouth of Moose River, ready to go into winter quarters, was driven up the Joggin by the recent gale and high tides and is now ashore at Nichols Point.

Maritime Fish Corporation at Digby: Per schr. Dorothy Smart, haddock, 25,800 lbs., cod, 5,000 lbs., hake, 4,000 lbs., cusk, 1,091 lbs.; per Cora Gerlie, haddock, 18,858 lbs., cod, 1,100 lbs., hake, 478 lbs.; other sources, haddock, 4,741 lbs., cod, 1,529 lbs., cusk, 1,963 lbs., pollock, 23 lbs., hake, 195 lbs., salt cod, 350 lbs., dry cod, 1,718 quintals.

The International Mercantile Marine company announced Friday that it had sold one half of its interests in the Holland-American line, to a syndicate of Dutch bankers and shipping men for \$3,500,000. It has been understood that the International Mercantile Marine controlled a 35 per cent interest in the Dutch company.

Charles W. Morse has just formed the American Shipbuilding Corporation of Virginia, with a capital of \$10,000,000. The action was taken to fulfill a contract let to Mr. Morse by the Shipping Board on Dec. 5. The contract called for construction of 128,800-ton steel cargo ships, said to cost about \$15,000,000. Mr. Morse owns two shipbuilding plants in Connecticut. C. H. Livingstone is the president of the new corporation; B. H. Higley, vice president, and H. F. Morse, treasurer. The main office is at Alexandria, Va.

Marking the actual beginning of production of standardized 5,000-ton steel cargo ships for the United States Government, John Hunter, Inspector for the United States Shipping Board, Saturday drove the first rivet in the first of these vessels at a large American shipyard, which has been rushed to completion in seventy-six days. The keels of two similar vessels are to be laid this month. The programme of the private corporation building ships calls for completion of 150 of the cargo boats in the least possible time.

Physician Who Helped Halifax, Ends Life

SYDNEY, December 20.—Dr. Shacknov, a well known Jewish physician, was found dead in his office at Whitney Pier this morning, having committed suicide by hanging. Dr. Shacknov had been in a despondent mood since the Halifax disaster. He was one of the physicians who went to the stricken city to aid in the relief work and since his return to Whitney Pier had talked incessantly of the dreadful scene witnessed by him while there. Dr. Shacknov had been missing since Tuesday night. His body was found hanging in the doorway leading to the private office adjoining his drug store. The unfortunate man used a piece of cheesecloth as a rope and had thrown it over the transom with the top of the door to commit the deed. He had been dead for apparently twenty-four hours when found. An inquest will be held this evening. Dr. Shacknov is survived by a wife and one child. His parents reside at Hamilton, while a brother and sister are now living at Stellarton. The deceased was upwards of forty years of age.

The Home of Good Shoes

Wishes everyone
the Compliments of the
Season.

J. H. LONGMIRE & SONS

The Season's Greetings

WE take this opportunity to thank our old and new customers for their patronage during the past twelve months, and extend to them the Season's Greetings and best wishes for a bright and prosperous New Year.

CROWE & MAGEE