

Pre-1917 Explosion in Halifax, Nova Scotia

What was Halifax like that fall of 1917?



Figure 1 Halifax Exhibition

Halifax stores and a day or a half day to seeing the sights of the city. We would suggest among other things a visit to the new terminal at the south end. One can form an idea of the immensity of this

undertaking. It is one of the greatest engineering feats of the age. From what we can learn the Exhibition will be unusually attractive and the horse races are going to be good ones. All roads lead to Halifax on or after the 12th. The person who misses the big show will miss the event of a lifetime.

A friend told me that every year they took their parrot and he staged his own "side show". He was able to sing in a clear voice two songs, "I will not leave thee, though I said Goodbye, sweetheart, Goodbye." This was a popular song during the war years. He also sang "Three Blind Mice". Is it any wonder that he walked off with the prize every year? Finally, he was refused entry because other bird owners protested. He was also a politician and when years before Tom Kenny was running for Mayor, his owners placed him on a window ledge and he chanted, "Take off your hat for Tom Kenny" all day. This did not last long. One sad day he was found on the ground in a dejected state. It was thought that not everyone was a supporter of Tom Kenny and someone had deliberately knocked him down. Parrots were very plentiful and talented and they came from "far away" places. The grey and pink ones came from Australia. The green ones were noted for their singing ability. One woman told me her brother had always whistled a certain tune. After an absence of six years he came home and when their parrot heard his voice he began to whistle "his tune". In another incident a parrot recognized his former owner and called her by her name although he had not seen her for over 29 years. It is any wonder they took them to

I found it had one big attraction. Every year, people came from far and near to the Exhibition. The war did little to dampen the spirits of the people; indeed, it seemed to add a little extra glamour. The Halifax Herald reported,

Halifax will be at its best Exhibition week. There is a reason why every Nova Scotian should visit the Exhibition this year. We would like to tell you all about it, but the censor would get us if we did so. This much we can tell you, and that is that you should come and see for yourself... It is generally admitted that Halifax was never more attractive than it is now and as it will be for the next two or three weeks. The papers do not give the faintest idea of what is going on. What you don't read in the papers is what you want to come to see...

It will be a good plan to reserve a half day for sightseeing in the



Figure 2 Exhibition Park

the Exhibition? Another reminder of the Exhibition comes from Clayton and Sons, Jacob Street, to buy a new business suit, \$18.00 to \$35.00. The Corona Café offered a mid-day dinner, a la carte, 20¢ to 40¢. You could get a dressed spring chicken with steamed potatoes, creamed carrots, and a choice of dessert – tapioca, custard pudding, ice cream, apple, mince, cream, lemon, and raisin pie – for 25¢. Oh sorry, you had to pay an extra 5¢ for your tea, coffee, milk, or desserts. Roast Loin of Beef and pan gravy was only 25¢. The menu makes one hungry for you not only had a choice of 6 meat dinners, but also haddock, cod, salmon, and mackerel. One of the next attractions the city offered was “the War Trophies Exhibit”. The Halifax Herald reported,

The trophies were brought from overseas under the direction of a Canadian Government official, Lieutenant Colonel Doughty. They were collected at various parts of the fighting fronts and some of them were taken from the enemy by our own Nova Scotian soldiers.

Among the attractions to be seen War Trophy Week was an armed French airplane “fresh from the firing line.” The Halifax Herald carried this report,

The most effective weapon of modern warfare has played an important part on the Western front and has crossed the German lines twenty or thirty times. It is fully armed; carrying a machine gun and six torpedoes, is equipped with an 110h.p. engine and has accommodation for two persons.

Another interesting feature will be a large German 99m.m. gun captured by the Canadians at Vimy Ridge...This gun is particularly interesting because it bears on it the obvious marks of a direct hit during that action. Two of the famous 75’s will be included and an Italian mountain gun. This gun is painted camouflage and built so it can be carried on a mule’s back.

Among the features that pertain to the war will be the exhibit of a complete field of Hospital equipment. This will especially appeal to the people of Nova Scotia who have friends and relations now overseas. This demonstration is practically continuous and the visitor will see what happens to a wounded soldier from the time he is brought in by the stretcher until he leaves for the base hospital. There will be a large staff of orderlies and nurses, in connection with this demonstration... The educational value of the whole War Trophies exhibit should be especially beneficial to the young. Every boy and girl in the city and the province will have a better comprehension of the significance of the war by studying it and by asking questions; a staff of people has been provided especially for educational work.

Canada had been at war for well over three years, and hopes were high that it would soon be over. The Halifax Herald had good news for its readers.

The standardized ships, Britain’s great hope in the overcoming of the submarine devilishness of the Huns, are becoming a frequent sight in our harbor. Yesterday, a Halifax Herald reporter was in company with an officer of one of these ships and learned some interesting things about their construction which is now going on in the shipyards of the United Kingdom at the average rate of ten a week.

“Do you see that ship?” asked the officer as he pointed to his steamer out in the harbor. “I saw her launched. I was right in the yard and it is an actual fact that within 15 minutes of the slips been vacated keel plates were being laid for another

ship just like her. She was built right up to schedule in every particular and was launched within 5 minutes of the pre-arranged time...

There is one thing about it," said the officer, "The Germans have destroyed a lot of ships for us, but by doing so they have taught us how to build ships in a way that knocks them absolutely out of ever being able to compete with us. It's not going to take us very long, after this war is over, to replace all the tonnage that has been destroyed and what we want to see is a finish to the war that will make the Germans pay all the bills."

The water front was an interesting place to be during World War 1, especially if you happened to find yourself a guard on duty there. This is how an old soldier remembers it,



Figure 3 Foggy Halifax Harbour

"I remember one night I found myself in such a position. A heavy fog was drifting in, visibility was zero and familiar objects took on weird shapes. There I was, prodding back and forth with only my rifle for the occasional slapping of the waves on the beach below. My thoughts turned to my home in Cape Breton. Would I get home this year? I was thinking probably about our cows, when I heard it. It sounded like a cow chewing her cud, but that was impossible. There were no cows around; I haven't seen one since I left

home. But there it was again, that dull muffled "click click." I peered into the darkness but could see nothing. I held my breath, someone was coming, and from the beach, where no one was allowed. I called "Halt". He replied in a language I did not know and kept on coming. Now was the time for action; I aimed my rifle over his head and fired. Immediately, several soldiers rushed out of the guard house and seized him and a parcel that proved to be a bomb. Next day my mysterious noise was explained. Our "visitor" had used a pair of wire snippers to cut the barb-wire and get into our camp. The enemy must have thought we slept all night."

His Excellency, Sir Robert Borden the Governor-General, came to visit on a good-will tour. The Lieutenant Governor had a small dinner party for him, only 36 guests. His Worship the Mayor was included in the guest list. Sorry, no ladies.

Work was plentiful and many came seeking their fortunes. Some succeeded while others failed. The failures were blamed on "the Kaiser". He was "enemy No.1" and that was one thing everyone agreed on. One way those on the "home front" could retaliate was to buy Victory bonds. On one page of a daily paper I counted nine separate appeals to buy bonds. They were the acceptable patriotic gift for birthday and Christmas. If they hated the Kaiser it was with good cause. Some families had one or more "over there". The five daily papers, The Morning Chronicle, The Evening Mail, The Halifax Herald, The Daily Echo, and the Acadian Recorder kept the people informed. The campaign to buy Victory Bonds got off on Monday November 12, 1917. The daily papers in Halifax carried numerous reminders to "Buy Bonds" and kept everyone up to date on the progress of the campaign.

Many people were engaged in defense work, and the Maritime Provinces had the highest enlistment rate of all of Canada. A factor that I think might have helped in this was the dedication of the newspapers and their continuous appeal to the citizens to do their part. Many local businesses bought and used their advertising space to help the Victory Bond campaign and the War Effort.

The Morning Chronicle stated,

"The woman's part in the war is to buy a Victory Bond – Will you play your part?"

Guilford and Sons, Limited sponsored this advertisement: "Why should you subscribe for Canada's Victory Bonds? Because your national safety is at stake and Canada must have money to support our soldiers fighting in France."

This notice was sponsored by the Nova Scotia Tramways and Power Company Limited and carried in the Morning Chronicle: Buy Bonds and Beat the Boches. Every Victory Bond you buy is a blow for freedom. If you cannot shoulder a rifle yourself lend the Government the money to buy a rifle for some one else to shoulder. The more rifles, the fewer Germans.

The Morning Chronicle's front page on December 1, 1917 carried this optimistic report,



Figure 4 Chronicle Herald

Fourteen Million In Sight! Let Us Make It Fifteen! If every Victory Loan canvasser does the very best he can today, Nova Scotia's objective in the great campaign will be attained. **Will They Do It? Sure They Will!**

On December 3, 1917, the Morning Chronicle reported,

Victory Loan Has Broken The Record – All points in Nova Scotia Report Being Swamped in Sea of Applications for Bonds. \$15,384,600 Received for Province With Immense Surplus Still Flowing into Central Committee.

On December 4, 1917, the Morning Chronicle carried this note on the front page,

Halifax must raise \$229,100 in the Victory Loan Campaign in order to take the last of its objective of \$5,000,000.

Those who are working in the interests of the loan feel confident that the total will be forthcoming. Canada's Victory Loan, comparing per capita wealth is a greater success than the United States Liberty Loan which by its magnitude astounded the world.

On a lighter note, a "sealing wax" craze had struck the city of Halifax. Everyone used it. You melted it by holding it over a candle or a spirit lamp and then it could be molded into many interesting shapes. You could also dissolve it in alcohol and use it to paint things. It would then dry to a hard shiny finish. It was available in many

colors, including silver and gold. I remember seeing red used on letters when I was a little girl.

On Monday, October 15, for a mere 15¢, one could attend a humorous lecture, "What Everybody Wants – or Life's Priceless Treasure," by Rev. Harold T. Roe at the Oxford Street Methodist School Hall. A miscellaneous program was also planned with artists Mrs. Hector Macgregor, Mr. Baileau, Miss Belle Hambly, Miss Lillian King, Miss Madge Norris and others.

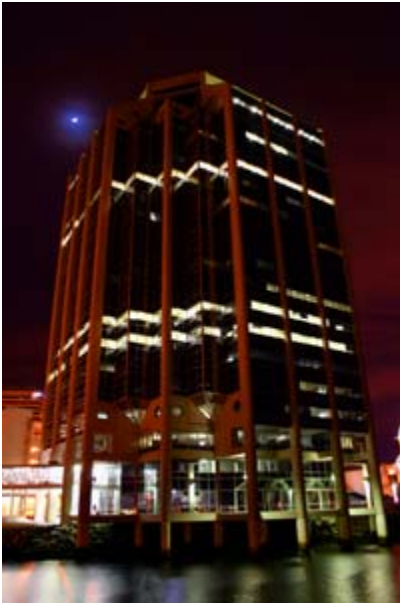


Figure 5 Purdy's Dwarf

The New Prince George Hotel on the corner of Hollis and Sackville had just opened. It was described as having "light, airy rooms, absolutely new from cellar to attic, having been all newly furnished complete, and is modern and up to date in every respect.

It would seem that there was no scarcity of hotels; four others were advertised in the Morning Chronicle. The Queen Hotel gave quality, comfort, and service. The Halifax Hotel simply made a summer trip to Halifax an ideal vacation. The Revere Hotel prided itself on being the most convenient in Halifax – directly opposite the Railway Station. Then, at the corner of Argyle and Prince was the Carleton House – central, pleasant, and modern; "high-class Cuisine, Home-like." The Carleton is still there. I suspect it was the "Cuisine, Home-like" that helped it to survive through the years.

On an average day at the Queen, 117 guests registered; at the Carleton, 23; at the Revere, 25; and at the Halifax Hotel, 87. Each would have a "full-house".

If you were thinking about going to the Toronto Exhibition, the Canadian Railways were issuing round trip tickets at special rates. The through express trains via the Canadian Government Railways, the Ocean Limited, and the Maritime Express made connections with Montreal and Toronto, giving the traveler "a fast and comfortable journey by train, the equal to any on the continent."

Every fall there are those of us who anxiously await the "new cars". In the fall of 1917, Robinson's Ltd., 5 Doyle St., offered a beautiful new 1918 Maxwell for sale. This is what they said about it:

"Without altering the world champion motor, the famous perfected clutch and transmission or the mighty axles, the Maxwell builders have produced a new wonder car, far superior in construction and in appearance to anything yet turned out by the Maxwell factories – we have this new and beautiful car – come and see it."

What would you pay for this wonder? Their advertisement quotes these prices: Touring car, \$1045; Roadster, \$1045; Coupe, \$1540; Berline, \$1540; and Sedan, \$1540.

I wonder how many bought new cars? If you were one of the lucky ones who did, you would certainly be asked to lend it.

Will You Lend Your Car To Returned Soldiers? They are here now – seven hundred of them; and the Red Cross Committee plan to give them a drive Sunday afternoon.

As before, we appeal to the generosity of car-owners. Wonderfully generous has been the response in the past. Will you lend your car, send or bring it Sunday afternoon at 2:30 to Pier Two? Both the committee and the returned men will be duly grateful.

With scarcely a home in Halifax untouched by the war I am sure they got their quota of cars.

Although the majority burnt coal or wood there were those women who said they wouldn't be without their gas range. Gas was advertised as being "cheaper, cleaner and quicker than any other fuel."

If you made your own bread and the majority did, you might have been influenced by an advertisement for "The Flour That Rises to the Nation's Kneads". "Regal Flour approaches the ideal for purity, whiteness, wholesomeness, insures the light, sweet, well-browned bread, with the nutritious values, at every baking – and is guaranteed. Try a barrel".

There were also small dignified advertisements, reminders to get your "Calling Cards – engraved and printed".

I hope you are beginning to see Halifax as it was in 1917 – a truly fascinating place – a world of war, victory bonds, beautiful new Maxwells, the Halifax Exhibition, calling cards and Johnny Canuck – the Canadian soldier cartoon hero.

The "grand parade" on Sunday was crowded with people. Women's fashions had undergone a gradual change; skirts were shorter, and shoes were high. Hats were large and held down with hat pins; hair was long. Most women wore a locket or a watch on a chain around their necks.

It was not uncommon to see men carrying walking sticks; some of which were elaborately trimmed with silver, or even mounted in solid gold for the more affluent. Prices for walking sticks ranged from \$2.50 to \$28.00, at a local Halifax jeweler.

The Pathe' Pathephone Shop on Barrington Street invited every "Gramophone" owner to come down and hear their records. An enormous selection of records with an up-to-date repertoire was available and included such artists as Ruffe, Muratore, Cavalieri and many others. Prices ranged from \$.85 to \$5.00.

Conscription was the big political issue. "The North-end women are just as determined as their South-End sisters that NO political party and NO Quebec leader shall sign the Death Warrant of OUR Soldiers." Lieutenant "Toby" Jones, a returned veteran, said, "The slimy, cringing weakling at home here today, who introduces issues that would have the effect of serving the vital arteries ensuring desperately needed reinforcements to our men 'over there' are too contemptible to mention. No language or words are too scathing to condemn them."

A Quebec man said he would shoot the first man who came to "conscript" him. He was given a one-year sentence for impeding the Military Service Act.

I wonder what song the people sang during the First World War, when their lights went out? During the Second World War we sang, "When the lights came on again, all over the world." Halifax, Dartmouth and vicinity had had to conceal their lights since September 12, 1914, by order of T. Benson, Major-General, and Commanding Military District No.6.

"All the lights in Private Houses, Shops, Warehouses and other Buildings or Enclosures must be obscured by the use of blinds. All the lights or cluster of lights outside of Shops, Places of Amusements, Clubs, Churches, Hotels, and Public Buildings and all city and Public lights must be obscured in such a way as not to throw a glare into the sky or seawards."

The vicinity concerned was a large area, starting from the narrows of Bedford Basin and extending inland from Western Shore of Halifax Harbor to a point four miles inland and thence running in a southerly directions 15 miles to a point, Sambro Island, and from the Eastern Shore of Halifax Harbor to a point 3 miles inland, and thence in a southerly direction, 11 miles, to a point, Osbourne Head.



Figure 6 Bedford, Nova Scotia

A penalty was heavy; anyone violating this Regulation would be liable to a fine "not exceeding \$5,000, or imprisonment for a time not exceeding 5 years, or to both fine and imprisonment...."

Although the war was on everyone's mind, life went on more or less in a normal manner. Local businesses prospered. If you still burned coal, as so many did, the "Richmond Silver Moon Stoves" were economical, efficient and easy to operate, made by Hollis & Sons Limited, Hollis Street. If you suffered from toothache, you could get painless extraction for only 25¢. You would also get "the best artificial teeth in Canada at the most reasonable rate" from Boston Dental Parlors, Barrington Street. If you felt like a night out, Elsa Ryan as "Appy Annie" in "Out There" was playing at the Academy; nights, 50¢ to \$1.50; Matinee, 50¢ to \$1.00.

If you wanted Calico potatoes and who didn't, some had just arrived at Joseph Wood and Company Central Wharf. I remember hearing my Mother speak of those potatoes. They used to plant them in burst lands and they grew to an enormous size. They were pink and white inside and nice and mealy.

On Dominion Day, 1916, a Provincial Law had come into effect which had prohibited the sale of intoxicating liquor. However, all was not "dry" in Halifax. The Acadian Recorder carried this interesting piece of information.

Announcement Regard Present Use. Orders for Wine and Spirits.

Since the coming into force of the prohibition law in Halifax and other parts of the province, the need of a responsible local firm with whom orders can be left for wines and spirits, for general use has been keenly felt. With the object of filling this need the Halifax Import Company has been established. It is now prepared to receive all orders for wines and spirits for bonafide personal use, subject to the approval of our principals in Montreal, for whom we are the sole agents in the Maritime Provinces. We positively refuse to fill any orders in violation of the N.S. Temperance Act. Bootleggers and others who seek procure liquors for illegal purpose cannot do business with this firm.

The zealous observers of the new Prohibition Law could choose a legal beverage from the many advertised daily in their own newspapers.

The Halifax Herald carried this advice from the makers in their own newspapers.

Every woman should endeavor to make tea properly. Even Morse's, the standard on this market, may be disappointing if improperly used. Freshly boiled water, the right proportion of tea and water for the number of cups and strength desired, and the IMMEDIATE SERVING of the tea after it is brewed are essentials in the art of making tea.



Figure 7 Crushed Coffee

For the coffee and cocoa lovers, The Morning Chronicle had this to say,

Ever Taste Crushed Coffee? If you have, you've wondered at the entire absence of even a hint of bitterness. It is because the small, even, clean, crushed; grains of Red Rose Coffee are entirely free from bitter chaff or dust. You taste the true rich coffee flavor – and that alone. Red Rose Coffee is of such a quality that no egg is necessary to clear it. It is as easily made as Red Rose tea, and pours out of the pot bright and clear, with a fragrance that

fills the room, and your heart with joy. It's the class, is Red Rose Coffee.

If you wanted to be different you could try cocoa. Manufactured by John P. Motts & Co. Halifax.

If you would like to taste the best in cocoa, try a cup of Motts Breakfast cocoa. It is in a class by itself.

Along with the ever-present war news, there was tragedy nearer home. From Saint John came the report of a steamer recently arrived, which soon after leaving England had crashed into a trawler.

It was night and the fog was thick and the steamer was traveling at full speed when suddenly the watch saw directly in her path a trawler. A moment later the two vessels came together, the passenger steamer cutting the smaller craft to the water's edge. She sank almost immediately causing the deaths of some 20 members of her crew.

Now and again the war-conscious public would be made aware of another enemy – crime. The Halifax Herald on November 24, 1917, carried this article:

Gigantic Underworld System Discovered in the Very Heart of Halifax.

Inspector Tracey and Sgt. Palmer raided the notorious Carmichael – Slattery dive at 11:30 yesterday, and found it to be a “mysterious place” filled with all kinds of devices to evade the law. The fact developed during the raid that the building had been especially equipped with law evading devices imported from the United States, and erected by an expert – although the supply of booze had apparently been disposed of Thursday afternoon and night, they found eight barrels of empty ale, whiskey and rum bottles ready to be shipped out.

This Slattery “dive” is the most notorious “blind pig” in the city, and the proprietor had boasted of his spy system, also the fact that he was “tipped off” before the police made a raid. Considering the fact that the authorities now have EVIDENCE of this gigantic underworld “system”, all decent citizens will feel relieved when the persons implicated are imprisoned.

Meanwhile, the port of Halifax continued to be busy. On this day, December 3, 1917, The Morning Chronicle reported: eight schooners arrived, nine more were cleared, and forty-three vessels were in port.

From a Pacific port, came this new item:

The first wooden vessel for the Government Merchant fleet to be launched anywhere in the United States will take the water here today. The ship of 4,000 tons displacement, 290 feet over all, has been built in what is claimed to world’s record time of 120 days.

At Hantsport, Nova Scotia, a Tern Schooner was successfully launched on November 27, 1917:

The vessel had been on the stocks all summer under the direct care of Mr. Beaudreau, Master builder of Bellveaux Co., of Digby Co. The E.E. Armstrong is the 48th vessel including the celebrated clipper ship County Yarmouth, built by this efficient Acadian builder.

I was looking over the newspapers of 1917 when I saw an advertisement for “Juniper Knees”. What are they? I puzzled over this until I had the good sense to ask my friend Mr. Wainwright in the newspaper room at the Public Archives of Nova Scotia. He seemed surprised that I did not know and asked me what part of Nova Scotia I had been brought up in. When I said Richmond County, Cape Breton, he seemed to think that explained it. But they had built ships in Richmond County; my trouble was I



Figure 8 Tern Schooner Mast

had not been born then. Juniper Knees or Ships Knees came in various sizes; Juniper and Spruce being the popular woods. They had a natural curve in the root system that was necessary in building boats.

On December 4, the following official statement had been authorized by General Mewburn, Minister of Militia,

All farmers coming within Class A called out for Military service under the provisions of the Military Service Act, who are actually employed on a farm in the production of food stuffs for Canada and her allies and whose services are necessary in the work of the farm will be exempted for military services.

The Morning Chronicle's slogan, "Service is the highest form of patriotism," appeared to have been taken literally:

For the first time in the history of Dartmouth, a lady stood up on a public platform to speak at a political meeting. The lady was Mrs. Charles Archibald of Halifax and the occasion was a rally of the supporters of the Union Government held at St. Peter's Hall. In every respect, the meeting was a splendid success... It was noticeable that a considerable number of the gentler sex of Dartmouth was present.

What was the Union Government? Colin MacNab, chairman of the meeting said,

The man who voted for the Union candidates would not have to desert his party, were he Liberal or Conservative. This was an election in which it should be the aim of every man and woman who had the privilege of voting to remember that it was for the benefit of humanity that they would mark their ballot, if they supported the Union Government.

In the United States, women workers replaced men to clear the tracks. Officials of the railroad say "that they keep their sections in better order than the men."

Meanwhile, in Halifax the Liberal and Labor Candidates Blackadder and Eisenor, held two mass meetings at St. Patrick's Hall & St. Joseph's Hall. They were well attended by an "enthusiastic and representative gathering of men & women."

On December 5, 1917, the weather was cloudy and cold, with snow expected near the coast.

There were two meetings for women scheduled that evening in Halifax, with Dr. Adam as guest speaker. The Morning Chronicle reported:

Mr. Adam, who was one of England's greatest orators, is a member of the Imperial Munitions Board and has spent a great deal of his time at General Headquarters, in France and on the western battle front. He saw our Nova Scotia soldiers assist in the storming and capture of Vimy Ridge. He saw the brutal Huns beaten back at Verdun. He had been with our boys in the trenches. He has a message that will thrill the women of Halifax. DO NOT FAIL TO HEAR HIM TO-NIGHT.

The Rev. George Adam had also addressed a meeting in Halifax a few days earlier and an account was written up in The Morning Chronicle, December 3,

He (Rev. Adams) said that it was not his first visit to Halifax and recalled an incident that occurred during his first visit here in the early part of the war, when the German Karlsruhe was very active in the Atlantic and had forced a steamer he was on to put into this port. At the outbreak of the war his chief duty of life was to keep men out of Hell, but when the war began he got a position in the Munition Department, and has since been doing his bit towards sending Germans where they belong and they were going there. Referring to the high explosive shells at the front, Mr. Adam said that we must have a steady stream of men in order to keep the good work up.... Mr. Adam showed one of the Medal's struck in Germany in commemoration of the sinking of the Lusitania, which proved that the German government premeditated murder of innocent women and children. The steamer had left New York two days late, but when she reached the coast of Ireland she met her fate. The medals were dated May 5, and showed that they were struck before the Lusitania left New York.

He blamed Frederick the Great for the system which now controlled Germany. Several rules were laid down by him and these have been adhered to by all his successors. He also spoke of the work of the German Ambassadors abroad as spies. The treaties which Germany signed were never binding if they acted to her disinterest.

He (Rev. Adam) also referred to the speech of Harry Lauder in Montreal when he said that God had told us to love our enemies, but he did not tell us to love his enemies, Germans who had been through the military machines were beasts. This can be proved by their drive into Italy, where we find the atrocities committed in Belgium repeated.

Who could doubt reports like this, especially when we read from Liverpool, England, that the "Liverpool steamship owners association reported that 231 of its ships with total tonnage of 1,465,046 were numbered among its losses since August, 1914. The marine losses numbered 33 vessels with a total of 174,359 tons. New vessels added to the fleet numbered 131 vessels with a total tonnage of 946,532."

And then with more grim news The Morning Chronicle reported:

Crew of Norwegian Steamer Have Harrowing Experiences in Lifeboat.

Honolulu, December 3. After 14 days at sea in a 22 foot open life-boat, 15 members of the crew of the foundered Norwegian Steamer, Thor, were safe today at the Norwegian consulate here. All the crews were accounted for. They had suffered severely from exposure and exhaustion.

The Halifax Herald had its own sad tales:

80 passengers and crew perish. London, December 5. - The British steamer Apapa has been torpedoed and sunk. 80 passengers and the crew of the vessel perished. About 120 passengers were saved. It is reported that the submarine fired on women and children in open boats.

The Apapa was a vessel of 7,852 tons gross. She was built in Glasgow in 1914 and was owned by the African Steamship Company.

This was the 1219th day of the war. How could anyone forget?



Figure 9 Downtown Halifax

Chief of Police Major Rudland was quoted in The Halifax Herald, December 5, as saying:

I don't want to talk politics but I sincerely hope that no Rotarian will do anything to hinder the immediate sending of reinforcements to the men in the trenches. Our lines are getting very thin and what we want is MEN, and we need them in the worst possible way.

On December 5, The Morning Chronicle reported that Halifax city and county had now reached their objective of 5 million dollars in the Victory Loan Campaign while the province of Nova Scotia had passed the 18 million dollar mark. A telegram was sent to the Kaiser giving him this good news. On the evening of December 5, Harry Piers went over to see his Mother and later wrote this in his diary:

Bess, Nora and Margaret Bownan were over at St. James Sunday School house nearby, putting up flags, etc., in preparation for a concert by H.M.S. "Perhaps" (this is H.M.S. Highflyer) which Nora had arranged for

tomorrow evening December 6 at 8 p.m. in order to get money to finish with matched boarding in the interior of the Sunday School. I took 3 tickets for that concert from Nora, so that Constance, our son, and I might go.

And so the curtain fell; for many people it would be their last night on earth. For many others it would be the eve of a nightmare that went on and on. But sanity prevailed and the survivors rebuilt their lives, and their homes, and made Halifax what it is today.