

MAP SHOWS SCENE OF DISASTER



1—Approximate location of collision between the Mont Blanc, French munitions ship, and the Iona, a Belgian relief steamer. The Mont Blanc blew up. 2—Richmond, the section of Halifax which was practically wiped out by the explosion and fire. The darkened districts covers more than one-half square miles. 3—Dartmouth, where there was heavy destruction of life and property. 4—Rockingham, where there was some damage. 5 and 6—The two harbors of Halifax, in which many ships were damaged and members of their crews killed or injured.

ONCE PROUD HALIFAX NOW "CITY OF DEAD"

Loss of Life Enormous, and Property Destroyed Worth Millions of Dollars.

DISASTER CAUSED BY ERROR

Mistake in Signals Resulted in Steamship Collision Which Wrought Havoc—City Has Had a Long and Interesting Record.

Halifax, N. S., wrecked by an exploding munitions ship, is a city of death, caused by the explosion and fire which followed the collision in the harbor between the Mont Blanc, a munitions-laden French ship, and the Iona, loaded with supplies for the Belgian relief commission. Virtually all the north end of the city was laid waste and the property damage will run far into the millions.

The pilot of the Mont Blanc states that the collision was due to a mistake in signals during the storm that was raging.

Outside the toll of life claimed on land and sea by the great war, the catastrophe at Halifax is by far the greatest disaster in many years.

Numerous explosions have occurred in munition plants in this country and Europe, but the Halifax disaster is the most tragic explosion in the number of lives lost in the last quarter century. Indeed, few catastrophes of any nature have probably exceeded it in the number of dead.

Pilot Frank MacIver of the Mont Blanc declared that the collision resulted from a confusion of whistles sounded by the Iona, causing a collision with the Mont Blanc, which arrived at the United States Atlantic port on November 9, laden with 3,000 tons of munitions for France. She was in bound from New York when she was rammed by the Belgian relief ship Iona.

Flames Caught Benzine. The impact set fire to a deck load of benzine on the French ship and the flames quickly communicated with the munitions, resulting in a practical bombardment of the city.

The zone of destruction in Halifax itself extended from the North street railway station as far north as the site of Bedford basin and covered an area of about two square miles in the section known as Richmond. The buildings which were not demolished by the force of the terrific explosion were destroyed by the fire which followed.

District Densely Populated. The devastated district was the old part of Halifax and densely populated. It contained, in addition to the Citadel hill, many churches and schools, the railway station, government dockyard, Wellington barracks, Admiralty House (the office headquarters of the admiral in command of the Halifax fleet).

DESIGNATED BY INDIANS GREATEST OF HAVENS. Halifax Was a Settlement Before the Dominance of the White Men in America.

Long before the coming of the white man the site of Halifax had been occupied by an Indian settlement. The spot was called Chabueto (Greatest of Havens) by the Indians because they recognized the almost impregnable position of the harbor and inner bay.

HALIFAX EXPLOSION WORST EVER KNOWN.

The following big explosions have taken place in recent years:

FEBRUARY 1, 1911—Hullford station in New York; cars containing twenty tons of dynamite. Twenty-five killed, 125 injured; \$2,000,000 damage.

MARCH 7, 1913—Hullford station in New York; cars containing twenty tons of dynamite. Forty killed; 300 injured; \$4,000,000 damage.

JULY 30, 1916—Black Tom Island, New Jersey; trains loaded with explosives; seven killed; \$10,000,000 damage.

JANUARY 13, 1917—Munitions plant of the Canadian Car and Foundry Company of Kingston, Ont.; 2,000,000 damage; 100 killed; 277 injured; damage, \$2,000,000.

JANUARY 21, 1917—Munitions plant in London. Seventy killed; 277 injured; damage, \$2,000,000.

APRIL 12, 1917—Edwardsville Ammunition Corporation, Edwinstowe, Pa. Two hundred killed; \$1,000,000 damage.

The North American British squadron, the military hospital, post office, provincial parliament building, city hall, the exchange department, most of the department stores, all of the telegraph and cable offices and a few hotels.

The entire residence district was almost unharmed. It lies southward from the Quebec, and includes most of the churches, including St. Mary's Roman Catholic cathedral. In a business section where the parliament buildings, post office, three newspaper offices, Royal Bank of Canada, Canadian Bank of Commerce, Bank of Nova Scotia, Bank of British North America, and the Bank of Montreal.

Other structures destroyed are Dalhousie college, the Roman Catholic convent, the Presbyterian theological college, the government technical college, 42 churches and 80 factories, including iron foundries, breweries, distilleries and two sugar refineries.

FAMOUS FOR BEAUTY.

One of the oldest of Canadian cities, Halifax also is one of the most picturesque. It has two principal beauty spots: Point Pleasant park and the Public Gardens. The first lies between the North Arm, a four-mile long, and the harbor proper. The North Arm is the cruising basin for canoes and pleasure craft of small size.

Two hundred acres of land make up Point Pleasant park, and the woods have been left in a wild state. The roads are splendid. They were built for military purposes. The park has a well-kept golf course given to the city by Sir William Young, a former chief justice of the province. They are set at the head of Young avenue, one of the principal roads of the park.

It was first used as a base of supplies by the French admiral, Duke d'Anville, in 1755, when he attempted to recapture Louisbourg taken from the French by a band of New England colonists.

The real story of Halifax, however, begins in 1749, when it was settled by Lord Edward Cornwallis and 2,500 English soldiers and sailors. The city was named in honor of the earl of Halifax. Cornwallis laid out the town in the somewhat rigid style that marks it today.

A dozen public buildings, each with a history, also tended to soften the severity of the city. Houses of stone and brick and patterned after the English style, give the visitor the impression that Halifax is a corner of London itself, lifted and transplanted to Nova Scotia.

From the Citadel a beautiful view of the entire city and harbor is given. Facing the water front, one looking from the fortress may see the entire business district of Halifax (lying parallel to the docks and extending back almost a mile from the water front. On three sides of the Citadel the rugged, barren slopes rise up to the water, which almost surrounds the promontory.

Indians always took the greatest pride in their public buildings. In the point of age, the Martello Tower, built during the earliest days of the city's history, is second only to St. Paul's church. It was used as an outpost when settlers were unable to leave the fortifications of the colony without taking chances of being scalped by the Indians.

Other Noted Buildings.

The Provincial Building, the Government House, the City Hall, the Dominion Building and the new Customs House were among the edifices which the natives of Halifax boasted. Other buildings of prominence are the Dalhousie College, Provincial Museum, Academy of Music, St. M. C. A. Building and Fellow's Temple and the three principal hotels, Halifax, Prince George and Queen's.

Among the famous edifices of the city is the St. Paul's Episcopal Church, said to be the oldest Protestant church built in North America. It was constructed in Boston in 1750, a year after the town was founded, and carried to Halifax by the British. The story is told that when Cornwallis wrote the Earl of Halifax he wanted to build a church the Earl replied by sending to Cornwallis the architect who built St. Peter's in London.

The architect patterned the desired church exactly after St. Peter's. When news arrived the colonists often had to tap down their implements and take to their guns to drive off the Indians, who made frequent attacks upon the workers.

St. Matthew's Presbyterian Church, which was built during the late years of the eighteenth century, was destroyed by fire in 1837, only to be rebuilt.

Cathedral Also Noted.

One of the most beautiful buildings in the city is the St. Mary's Catholic Cathedral. With a tall white spire extending upward, it is visible for miles.

Religion of all denominations seems to thrive in Nova Scotia, for in a recent census of religions only 2.5 per cent were listed as belonging to no sect. At present there are 129,000 Roman Catholics, 100,000 Presbyterians, 80,000 Baptists, 60,000 Anglicans, 37,000 Methodists and a few thousand spread through the Ardentists, Disciples and Jews. Of the latter there were 437.

Eighty years ago, when the province was small and practically uninhabited, the Presbyterians were the majority, although there was a flourishing colony of Roman Catholics at Cape Breton. The Baptists then were an inconsiderable body of poor peasants with badly educated teachers and with little in the list of denominations.

One of World's Best Harbors.

Halifax has one of the finest harbors in the world and is the chief Canadian gateway for exports. It is the capital of Nova Scotia, with a population of 60,000. The city is three miles long and a mile wide; is built on the eastern slope of a small peninsula.

It is a garrison city and has eleven forts and batteries, including the Citadel, one of the strongest fortifications in America. The harbor is open all year. Its largest wharves are Bedford Basin, 20 miles in circumference, in which the collision and explosion occurred. I have seen as many as 140 ocean vessels in the basin at once.

Most new wharves and railway terminals are being constructed by the government at a cost of \$30,000,000, but these are near the tip of the peninsula at the south, and evidently were not harmed.

Halifax is 610 miles nearer Liverpool than New York for trans-Atlantic liners. It is 600 miles from New York. Colonel Edward Cornwallis left Britain in 1749 and founded the city. The French armada gathered there in 1757 bent on demolishing Louisbourg, only to meet disaster through storm and plague. How was it that Cornwallis with his men after they were defeated at Boston. Great numbers of royalists from New York found refuge there in the revolution. Halifax was the chief British base of supplies.

"One hundred and six warships made harbor there in 1812. The expedition that burnt Washington started from Halifax. And it was there the Star of the West sailed with her prize, the Chesapeake."

Trimmed Up.

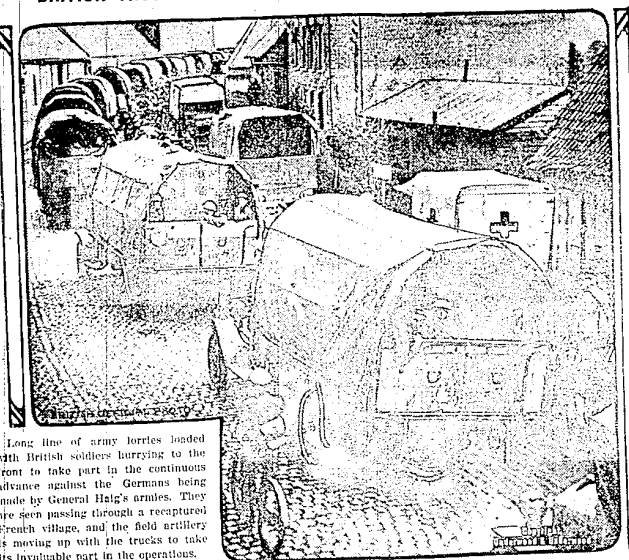
Customer—What you want 40 cents for a haircut like this? It's a hair cut.

Barber—Well, you said that you just wanted a trimming.

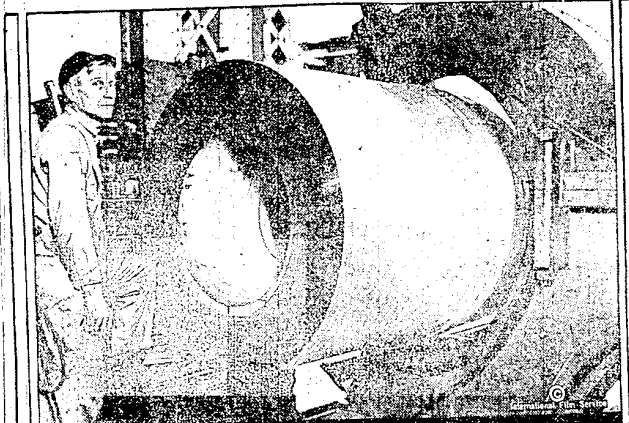
Runs on Air.

When the snow is heavy, an Alaska man puts runners on the front wheels of his automobile, heavy chains on the back ones and engages the engine with a special belt and runs the machine as well as in summer.

BRITISH TROOPS BEING RUSHED TO THE FRONT IN FRANCE



ONE OF THE BIG GUNS THAT UNCLE SAM IS MAKING



Close-up view of one of the 14-inch guns that are being manufactured in American armories for use against the Germans. These monsters and others of all calibers are being turned out in great numbers.

CANADA'S SMALLEST SOLDIER



This photograph shows the "tallest boy," or rather the smallest man with the Canadian forces in Europe. His age is fifteen, and he enlisted in November, 1914, at Vancouver. Before the war he was a hatter. He takes his chances with the "grown-up" soldiers, with one of whom he is seen chatting.

Out of His Ward.

There was an accident meeting in one of the line regiments. An earnest discussion of military principles was taking place, relates the Boston Herald. Suddenly the floor was thrown open and a recruit in civilian clothes appeared.

"Hello, fellows," he greeted them calmly. "Say, which one of you is the head guy around here? I've just come to camp."

The officers, stared at him in bewilderment. Eventually a major asked gruffly: "What's your name and where do you come from?"

"My name's Smith and I come from the ninth ward. I guess I'll be going since you're so nasty about it."

They Didn't Forget.

"He's perfectly quiet, ladies," remarked the jobmaster to the two girls who were about to hire a pony and trap, "only you must take care to keep the rein off his tail."

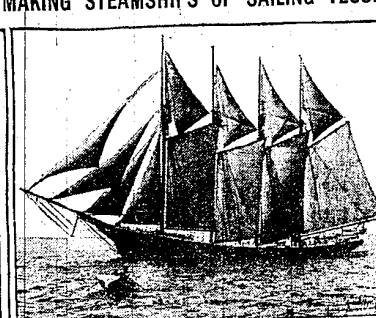
When they returned the jobmaster inquired how they got on. "Splendidly," they exclaimed. "We had one rather sharp shower, but we took it in turns to hold the umbrella over the horse's tail, so there was no real danger!"—Answers.

FIELD MARSHAL SIR DOUGLAS HAIG



The most recent picture of Field Marshal Sir Douglas Haig, commander in chief of the British forces in France, which has just arrived in this country. It is a characteristic picture of the Great British military leader. His steed is a marvel and his thoroughbred breeding is delineated in every line. Horse and man are a pair of thoroughbreds.

MAKING STEAMSHIPS OF SAILING VESSELS



Chairman Hurley of the shipping board heartily approves the suggestion, of Thomas A. Edison that as many as possible of America's 6,382 sailing vessels be converted into steamships. The photograph is of a four-masted schooner that has been equipped with power.