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THE BERRIES
Berry acreages in British Columbia show increases in almost every district. There are 2,356 growers and 6,292 acres now devoted to raspberries, blackberries, huckleberries and strawberries. In addition there are 85 1/2 acres planted to gooseberries, 42 to red currants, 128 to black currants, 111 to rhubarb. The total acreage increase was over 1,500 acres, as compared with 1921.—(C. P. R. Bulletin)

BRITAIN AND FRANCE
Great Britain, by giving over to France a section of the Rhineland territory under British control, has made possible French operation of a double track railroad system which will greatly facilitate the transshipment of coal. This British action is to be read as a proof that whatever may be the official view of the wisdom of the French course, it is the British intention not to hinder, but to facilitate.

CANADA'S FUEL SUPPLY

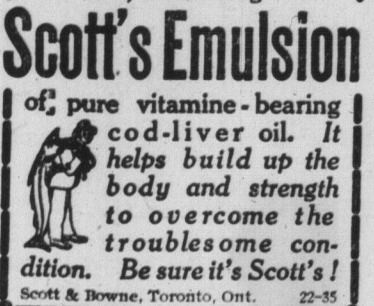
Subject of Debate in House of Commons—Let Canada be Independent on This.

The problem of securing a fuel supply for Canada, to guard against any possibilities of shortage in the central section of the Dominion through a stoppage in the supply of anthracite from the United States, occupied the time of the House of Commons Friday night. The debate arose on a vote, under Trade and Commerce Department, of \$10,000 to the Engineering Society of Canada. Another vote in the estimates of \$120,000 was for Scientific Research Council. H. H. Stevens, Conservative member for Vancouver Centre, and former Minister of Trade and Commerce, urged that the Scientific Research Council should be asked to devote its efforts toward seeking a solution of the fuel problem this year. The discussion of an embargo in the United States against anthracite exports was a warning which must not be disregarded. Canada had plenty of bituminous coal and he called the attention of the Government to suggestions by Sir Clifford Sifton and W. L. Wanklyn that coke ovens should be established at Montreal, Toronto and other centres where Nova Scotia coal might be coked in order that it might be used in central ports.

Hon. Charles Stewart, Minister of the Interior, replied that his department was investigating the possibilities of such a plan. The difficulties were largely transportation and output. Nova Scotia produced some 3,000,000 tons of bituminous coal annually. If coked at Montreal this would just about supply Quebec Province, and there was still Ontario to look after. For Ontario he favored the importation of United States bituminous coal which was plentiful and coking it at Toronto and other central points.

TROUBLESOME COUGHS

indicate that the powers of resistance to disease are lowered. If you take cold easily or the cough lingers, take rich, nourishing



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Scott & Bowne, Toronto, Ont. 22-35

SUPPORT MARITIME BOARD OF TRADE

The Halifax Herald says editorially:—We are glad to know that the Maritime Board of Trade is alive to the importance of obtaining the services of a thoroughly competent man who will devote himself to the work of studying in all of its phases the problem of Maritime railway transportation. It should be quite practicable to combine the general work of Secretary of the Board with the duties just referred to. There would probably be advantage in having one responsible man for the combined work.

(Continued from Page 3, Col. 3.)

Finance Committee's Report

The Finance Committee submitted the present report and estimates for the present year requirements \$18,400 including \$8,200 for schools. A rate of \$2.50 on every \$100 of assessable property and income in the town of Bridgetown. Further resolved that the Town Council authorize a rate of \$1.50 per \$100 for school purposes. Thus making the rate all told \$4.00 per \$100 assessed. Last year's rate was \$3.75. The matter of settling the rate for the present year was very fully gone into and an increase was found essential. This has been made a small one and it is expected that the present rate continued for a short period will result in clearing up all accounts and the putting of the town finances in a splendid condition without any undue hardship upon the ratepayers.

The Clerk laid before the Council the special valuation for the year 1923 made by the Finance Committee of the Council of the properties and real estate in the district liable for the Granville East sewer extension as authorized and empowered by Chap. 51 of the Acts of the Legislature of Nova Scotia for the year 1915 entitled an Act to borrow money for the extension of a sewerage system of the town by Chap. 55 of the Acts of the year 1916.

That the said special sewerage assessment be and the same is hereby ratified by the Council, and that \$1.00 on the \$100 for construction, repairs, maintenance and to provide interest and Sinking Funds for the said Granville Street that sewerage extension be and is the rate fixed for the current year.

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No. 95—From Halifax, arrives 12.27 p.m.
No. 98—From Yarmouth, arrives 1.05 p.m.
No. 99—From Halifax, Tuesday, Friday and Sunday, arrives 2.25 p.m.
No. 100—From Yarmouth, Monday, Wednesday, Saturday, arrives 1.45 a.m.

LOBSTERS SCARC
Many of the lobster fishermen at Sandford, Short Beach and vicinity, also at Kelleys' Cove, who put out traps on Thursday, the opening of the season, pulled them on Friday but found the crustaceans very scarce. At the first named place we are informed that one fisherman hauled a string of sixteen traps and in the lot there was one lobster of marketable size and one tinker. Another man with a line of forty got one large lobster, while another with the same number of traps did not see one, while several others had similar experiences. Despite that, however, the lobster fishermen are very optimistic and all appear certain that there will be good fishing within a week or so, when the ice clears and the water consequently becomes warmer.—Yarmouth Herald.



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Right Hon. Arthur Meighen, leader of the Opposition, hoped that Canada would not again be forced to trust to luck for her coal supply. Many children had suffered intensely and some had died in the cities this winter from insufficient heat. Experiments with coke ovens and briquetting plants were all right, but the government should tackle the immediate problem, which was to see that Canada was not again in her present position of stumbling through the winter, trusting to luck. Mr. Meighen believed anthracite could be mined at more than one Alberta point for not more than \$2.00 per ton. The country must be insured against future fuel famines and against the humiliation of having to send representatives on their knees to Washington to beg for coal.

BRITISH OPEN BIGGEST AIRDROME IN WORLD
Washington.—The recent access of interest in aeronautics in the United States is only an echo of that elsewhere. Information has been received here of the opening of the largest airdrome in the world by the British in Malta. This is an important step in the direction of providing an all-air route from Great Britain to India and in uniting all parts of the Empire by air service.
In opening the new airdrome, the hope was expressed that Malta would become the hub from which air lines would radiate to different parts of the Empire.

In addition to the usual funds available to such organizations there should be substantial contributions from the Provincial Governments. The work of establishing Maritime railway interests and rights is of an emergency character. It should be amply provided for. Assuming, as we do, that the Provincial Governments are in earnest in the matter, they should not hesitate a moment about providing substantial assistance for the Maritime Board of Trade to enable it to put a qualified man on the job of assembling the Maritime case.

A MODEL TOWN
The town of Woodstock proposes to expend this year the sum of \$101,000 for ordinary purposes. The principal items of receipts are from taxes \$73,000, from water \$18,000, from last year's surplus \$8,000; the remainder of the money comes from licenses and sewers; there is very little revenue from fines and uncollected taxes.
Tuesday was the last day for the payment of taxes at a discount, and Manager Armstrong received \$57,000 out of the total of \$73,000 showing that notwithstanding the cry of hard times the ratepayers can provide the money necessary for the town work. The rate year is \$1.72 on the \$100.
Under the old system of deficits the paying ratepayers grumbled at the defaulters and, as things were allowed to continue many of them became defaulters also, there was no system in the conduct of town business and of course the service was inefficient. We were no better nor worse than any of the other towns or cities in the Province, and the aldermen were just as capable men as could be, with no charges of graft of any kind against them, but the system in vogue was all wrong.
Under the present system everybody must pay before the end of the year. This, coupled with the fact that everybody has been paying during the last few years, that the town had a surplus of \$8,000 last year, and that the people are getting good service, has made tax paying a pleasure, and the citizens are now free from the nightmare they were afflicted with since the incorporation of the town. —(Woodstock Press.)

Itate France in carrying out her plans. The difficulties of France would have been greatly increased by British refusal to give over this section of railroad. It's surrender is an unmistakable evidence of friendly British co-operation of far greater significance than the speech in which Lloyd George continued to pour out bitter reproaches against France for her attempt to bring Germany to terms. Evidence of friendly neutrality, such as marked the surrender to France of the railroad necessary to the success of the French occupational plans, go a long way to soften the bitterness of the words of the ex-premier, whose present mission appears to be to create in France ill-will against Great Britain. It was the London Morning Post which, in commenting on the recent refusal of the London Telegraph to print one of Lloyd George's anti-French articles, said that "Lord Burnham, in all his useful and honorable public career, never showed more patriotism (and more wisdom) than when he put Mr. Lloyd George's article into his waste-paper basket". These are critical times and neither the welfare of Britain or of France is served by statements whose utterances threaten the friendship sealed by blood in defence of common interests.—St. John Globe.

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