

The Weekly Monitor

WEDNESDAY, MARCH 2, 1881

Last week we alluded to the Nictaux and Atlantic Coastal Railroad, and mentioned some of the advantages its completion would be to this County.

A petition to the House of Assembly is now in circulation in this and Lunenburg counties, asking that an extension of time be granted in order that the road may be finished. The petition is being extensively signed by the inhabitants all through the two Counties, and we think it ought to be.

On looking at the report of the Provincial Engineer, Mr. Murphy, for 1879, we find that the total amount of work performed on the road is \$251,835.31, and it is hardly fair, especially to the public, that so much money should have been expended without any benefit whatever, except the merely temporary benefit to a few employees. Is it right that this money should be wasted? and if the road be not completed it will be worse than wasted; for a great deal of injury to private property has been done, that the owners can never be fully compensated for unless the road be put in operation. There is also thirty or forty thousand dollars due to people along the line, which ought to be paid, and many of the people to whom this money is due, are very poor and actually suffering for the want of it.

We beg to quote following prices for sound apples obtained by Messrs. Garcia, Jacobs & Co. of Covent Garden market, London, at sale Feb. 9th:

Baldwins, 15s. @ 20s.; Spitzenburgs, 15s. @ 17s.; Newtown Pippins 25s. @ 22s.; Greenings, 14s. @ 15s. 6d.; Lady Apples, 30s.

A large quantity of fruit has arrived in Lunenburg, a good deal of it frosted.

Yours truly, JOHN S. TOWNSEND & Co.

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the wealthiest portion of the whole Province. The steamship movement is a step in the right direction, and those who have money to spare should back up the men who are devoting their energies to carry the enterprise through.

Apples Report. 110 Cannon St., London, Feb. 5th, 1881.

DEAR SIR:— The arrival of apples during the past fortnight have been so small that there has been little of general interest to advise.

During January we had some very cold weather, but it has had no bad effect on the value of apples.

Of the few arrivals lately some have been very rotten, probably frosted fruit. Sound fruit is dearer, and our buyers are anxious to secure it whenever offered.

We see no reason why the demand on prices should give way, for sound fruit, for the next three or four months—and they may easily become firmer. Our latest sales of sound fruit are:

Baldwins, medium, 15s. 10s.; good are wanted; Russets, 17s. 6d., 20s., 21s. 22s. 6d., according to quality; Seekes, 23s., 22s.; Newtons, 20s., 24s. 6d.

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Nictaux Falls. There is no thrilling narrative, to be recorded, whose theatre was the Nictaux Falls. It (the falls) do not leap a thousand feet in "one burbling" but moves along over the rocks, making a "go on forever" but wondering how long before its speed will be contested by the engine on the N. & A. C. Railway. The railway Company or the government—I know not which—must place considerable stress on the prophecy of Mother Shipton. The Pacific Road is a good scheme—so also is the Nictaux Railway, and deserves consideration. Every British subject has a right to work, plan and wheel for his country. Good men will not run away to the States. It is only the restless, those who get into trouble; foolish girls and weak minds that escape the solid health-giving laws of Canada for the corrupting influences of Republicanism. Notice when such return, swaggering in airs and style, with "how you talk," "I do tell," "land of Goshen," etc.—disgusting in language, and debasing in sentiment. But I was about to remark, that the people of Nictaux Falls have abundant reason to be proud of their school-house. "It is just splendid." To Miss Harris is entrusted the training of the boys and girls. Her school is a drill room—just what we like, just what we have advocated. Yes, train the physical with the mental, and you have a "sound mind in a sound body." Miss Harris evidently understands the modern mode of teaching. The postmaster is Jonas Balcom, Esq., who has a store in connection. Just across the street is the store of Mr. C. Bartheaux, that is well filled with generalities. A hall is here, and it may be pertinent to remark that a lodge or division would be beneficial to the young men, as talent exists.

A church belonging to the Wesleyan body, is here. Also another, in which the Baptists regularly worship. Rev. R. Smith occupies the pulpit in the former, and Rev. M. Bleakney in the latter. An organ in both churches aids the singing. There is a portion of the furnace—I can read its history, not in the past, but in the future. Again will the blast urge the fire, hastening the liquid iron to the floor, lighting up the building with its glare, increase the activity of the place, that would be intensified by the trains run within the city. There is a portion of the furnace—I can read its history, not in the past, but in the future. Again will the blast urge the fire, hastening the liquid iron to the floor, lighting up the building with its glare, increase the activity of the place, that would be intensified by the trains run within the city.

ENLARGEMENT.—We are pleased to see that a provincial cotemporary, the Windsor Mail, is marching onward. Its aids to and fro from our market and much improved. It is always well up in local news.

CLARENCE.—On Friday night last, a building occupied as a shop, wooding, and carriage house, belonging to Mr. James Miller, was burned to the ground with all its contents.

The sociable at Wm. Miller's, Esq., on Tuesday night, 22nd ult., was largely attended and far from the most successful in the series, speaking in a financial sense. \$33.60 was realized.

A citizen of Dakota took a Turkish bath in Omaha a few days ago, and died within an hour. The verdict of the jury was "He had caught cold and got so much mud off him at one time."

A heavy snow and easterly storm of wind and rain commenced on Monday evening, and continued with but little intermission till the morning. The snow-drifts look very conspicuous under the attack.

A railway project is now being mooted in St. John, which promises to be of great benefit to the city—it is to bridge the river St. John from a connecting line between the St. John and Maine Railway and the Intercolonial steamers in the city.

Hector McLean, Esq., has received the appointment of Registrar of the responsible category of the Washington City and Point Lookout Railroad. This gentleman resided for some time in Granville, and is well and favorably known to many in this County, and his friends will hear with pleasure of his good fortune.

Acadia Steamship Company. [Communicated.] We are glad to be able to report that the prospects of this company are brightening daily, and it promises to become one of the most popular institutions in the Province.

The petition for and draft of charter was sent forward to Ottawa on the 23rd inst., and we take pleasure in noting that the rules of the house were suspended at Ottawa, which insures its being obtained at this session.

A petition with about 500 signatures of the responsible category of the Kings and Digby Counties, has gone to Ottawa, asking a grant of \$15,000 for the pier, warehouses, etc., to be erected at this port, and we trust the Government will not deny the grant. Several letters accompanied this petition, urging on the attention of our Government. The following letter was addressed to our member for Annapolis at Ottawa:—

Annapolis, Feb. 21st, 1881. A. Longley, Esq., M. P., Ottawa.

Dear Sir,—You will receive petitions from the inhabitants of King, Annapolis and Digby Counties, and were there time it would have been signed by every taxpayer not only in these but in Queens, Lunenburg, and Shelburne Counties.

The whole of Western Nova Scotia is now becoming alive to the vital importance of the proposed Steamship Communication between Annapolis and London, and particularly that the Company should not be controlled abroad.

Our farmers have subscribed to the stock looking to the indirect benefit that must result in the advance in their products and lands caused by the reduced cost of transportation and the introduction of settlers (farmers) from the Mother Country to whom our fertile valleys are now inviting, and will be doubly so when direct Steam Communication with London is established, placing us in such close connection with the best and largest market in the world, at a cost of transportation that

must insure these markets to our people for all time to come.

We have asked the Government for the sum of \$15,000 to aid in building our pier and warehouses at the head of our navigation for large ships, at the old Port of Annapolis Royal in the very heart of one of the richest and most fertile valleys on this Continent, with a winter climate about the same as Baltimore, average temperature of January and February, 11 to 25 deg. above zero, and a harbor inferior to none in the Dominion, easy access at all seasons of the year, and never closed by ice.

The whole Country confidently expects this aid from our government, now that we have put our shoulders to the wheel. We do not ask the Government to make Annapolis a winter port, it is a Winter Port, and exports in cattle, apples, deals and farm produce within a radius of 40 miles sufficient to give employment to a line of steamers, and with the little encouragement our hardy farmers now ask to increase these exports two or three hundred fold. We do not ask the Government to grant money to a visionary scheme or to a company that only exist in the brains of some speculators who will not venture one dollar of their own in the enterprise they advocate. We maintain that the Acadia Steamship Company will encourage and develop the productions of the valleys of our Western Nova Scotia, and its history in history and song, and that Acadia of the future will make its mark, and still merit a place in the commercial history of our Country for its pluck and enterprise.

We only ask the Government to help them, and we are willing to help them ourselves. Once it is known that Government will grant us the required aid, our share list will without doubt be promptly closed on this side, and we can avoid soliciting stock abroad or having any control over the affairs outside of our Dominion, where our wants are best known.

I remain, dear Sir, yours respectfully, T. S. WATKINS, Esq.

Such proportions has the import trade of apples and cattle assumed in Great Britain, looking up last year from United States and Canada alone about 1,000,000 barrels of apples, and 200,000 head of horned cattle, and that companies have been formed on the other side especially to attend to the wants of the trade, viz: to bring the producer and purchaser together in the most direct manner, without incurring the necessary expenses of brokers and middle men to eat up the profit in commission and charges, as well to take proper care of and protect the fruit and cattle promptly on arrival, having packing and storing houses for apples, and regular slaughter houses for cattle, as well as cold and refrigerator warehouses for keeping these from damage or decay. Such an institution is the M. & M. Railway, Cold Storage Company, of London, D. Tallerman Manager. They have a capital of \$2,000,000, mostly invested in stores, etc., for their business. The shippers find it to their advantage to send their goods to such companies who will receive in large or small lots from the trader or producer, and when required make advances on shipments on their side.

The company is composed of wealthy, practical, business men, who are ready and able in their individual capacity take stock in any reasonably sound organization that will tend to reduce cost of transportation of food and bring to the London market the products in bulk, and of other countries. These companies cannot take stock in other companies in their corporate capacity, but the individual members bring men of wealth, will invest.

Mr. T. S. Watkins informs us that he brought the proposed Steamship Company to the notice of the manager of the market in London, as well as others on their side, and has received from several parties liberal offers to take stock. The most liberal was received by cable on the 22nd inst. as follows:—

"Can provide ten thousand pounds for our Company provided Steamer and consignment business assured."

Tallerman. No doubt the share list will be completed before the next meeting, 16th March, when with a charter, and a liberal grant from the Government, the company will go into business at once. Success to the Acadia Steamship Company.

In explanation of the working of the co-operative market Company, London, we copy from their Circular for information of our farmers:—

"The company—Farmers and others having live stock or dead meat, poultry, eggs, fruit, apples, or other farm produce for sale, are requested to communicate with the manager, 84, Upper Thames St., London, E. C. when the produce is taken to markets and advice as to disposal will be freely sent them."

Amount of sales, and approximate estimate of the produce of a halibut 1000 lbs., yielding at 800 lbs. average of meat.

Meat.—1st Grade, Fore-rib, 72 lb; 2d, 72 lb; 3d, 72 lb; 4th, 72 lb; 5th, 72 lb; 6th, 72 lb; 7th, 72 lb; 8th, 72 lb; 9th, 72 lb; 10th, 72 lb; 11th, 72 lb; 12th, 72 lb; 13th, 72 lb; 14th, 72 lb; 15th, 72 lb; 16th, 72 lb; 17th, 72 lb; 18th, 72 lb; 19th, 72 lb; 20th, 72 lb; 21st, 72 lb; 22nd, 72 lb; 23rd, 72 lb; 24th, 72 lb; 25th, 72 lb; 26th, 72 lb; 27th, 72 lb; 28th, 72 lb; 29th, 72 lb; 30th, 72 lb; 31st, 72 lb; 32nd, 72 lb; 33rd, 72 lb; 34th, 72 lb; 35th, 72 lb; 36th, 72 lb; 37th, 72 lb; 38th, 72 lb; 39th, 72 lb; 40th, 72 lb; 41st, 72 lb; 42nd, 72 lb; 43rd, 72 lb; 44th, 72 lb; 45th, 72 lb; 46th, 72 lb; 47th, 72 lb; 48th, 72 lb; 49th, 72 lb; 50th, 72 lb; 51st, 72 lb; 52nd, 72 lb; 53rd, 72 lb; 54th, 72 lb; 55th, 72 lb; 56th, 72 lb; 57th, 72 lb; 58th, 72 lb; 59th, 72 lb; 60th, 72 lb; 61st, 72 lb; 62nd, 72 lb; 63rd, 72 lb; 64th, 72 lb; 65th, 72 lb; 66th, 72 lb; 67th, 72 lb; 68th, 72 lb; 69th, 72 lb; 70th, 72 lb; 71st, 72 lb; 72nd, 72 lb; 73rd, 72 lb; 74th, 72 lb; 75th, 72 lb; 76th, 72 lb; 77th, 72 lb; 78th, 72 lb; 79th, 72 lb; 80th, 72 lb; 81st, 72 lb; 82nd, 72 lb; 83rd, 72 lb; 84th, 72 lb; 85th, 72 lb; 86th, 72 lb; 87th, 72 lb; 88th, 72 lb; 89th, 72 lb; 90th, 72 lb; 91st, 72 lb; 92nd, 72 lb; 93rd, 72 lb; 94th, 72 lb; 95th, 72 lb; 96th, 72 lb; 97th, 72 lb; 98th, 72 lb; 99th, 72 lb; 100th, 72 lb; 101st, 72 lb; 102nd, 72 lb; 103rd, 72 lb; 104th, 72 lb; 105th, 72 lb; 106th, 72 lb; 107th, 72 lb; 108th, 72 lb; 109th, 72 lb; 110th, 72 lb; 111th, 72 lb; 112th, 72 lb; 113th, 72 lb; 114th, 72 lb; 115th, 72 lb; 116th, 72 lb; 117th, 72 lb; 118th, 72 lb; 119th, 72 lb; 120th, 72 lb; 121st, 72 lb; 122nd, 72 lb; 123rd, 72 lb; 124th, 72 lb; 125th, 72 lb; 126th, 72 lb; 127th, 72 lb; 128th, 72 lb; 129th, 72 lb; 130th, 72 lb; 131st, 72 lb; 132nd, 72 lb; 133rd, 72 lb; 134th, 72 lb; 135th, 72 lb; 136th, 72 lb; 137th, 72 lb; 138th, 72 lb; 139th, 72 lb; 140th, 72 lb; 141st, 72 lb; 142nd, 72 lb; 143rd, 72 lb; 144th, 72 lb; 145th, 72 lb; 146th, 72 lb; 147th, 72 lb; 148th, 72 lb; 149th, 72 lb; 150th, 72 lb; 151st, 72 lb; 152nd, 72 lb; 153rd, 72 lb; 154th, 72 lb; 155th, 72 lb; 156th, 72 lb; 157th, 72 lb; 158th, 72 lb; 159th, 72 lb; 160th, 72 lb; 161st, 72 lb; 162nd, 72 lb; 163rd, 72 lb; 164th, 72 lb; 165th, 72 lb; 166th, 72 lb; 167th, 72 lb; 168th, 72 lb; 169th, 72 lb; 170th, 72 lb; 171st, 72 lb; 172nd, 72 lb; 173rd, 72 lb; 174th, 72 lb; 175th, 72 lb; 176th, 72 lb; 177th, 72 lb; 178th, 72 lb; 179th, 72 lb; 180th, 72 lb; 181st, 72 lb; 182nd, 72 lb; 183rd, 72 lb; 184th, 72 lb; 185th, 72 lb; 186th, 72 lb; 187th, 72 lb; 188th, 72 lb; 189th, 72 lb; 190th, 72 lb; 191st, 72 lb; 192nd, 72 lb; 193rd, 72 lb; 194th, 72 lb; 195th, 72 lb; 196th, 72 lb; 197th, 72 lb; 198th, 72 lb; 199th, 72 lb; 200th, 72 lb; 201st, 72 lb; 202nd, 72 lb; 203rd, 72 lb; 204th, 72 lb; 205th, 72 lb; 206th, 72 lb; 207th, 72 lb; 208th, 72 lb; 209th, 72 lb; 210th, 72 lb; 211st, 72 lb; 212nd, 72 lb; 213th, 72 lb; 214th, 72 lb; 215th, 72 lb; 216th, 72 lb; 217th, 72 lb; 218th, 72 lb; 219th, 72 lb; 220th, 72 lb; 221st, 72 lb; 222nd, 72 lb; 223rd, 72 lb;