

BRITISH ALARMED OVER DESERTIONS

Claim Law Enforcement of Immigration Laws Encouraging Seamen Leave British Ships in U. S. Ports.

London.—The problem raised by desertion of British seamen and French at American ports is assuming the most serious importance in the view of British ship owners. It is regarded here as a long standing evil, but the recent restriction a large scale of this practice has caused a call to be sent the Government, asking that steps be taken to intervene by representations at Washington.

The Atlantic last had fourteen desertions at Boston, the Celtic had three at New York, the Baltic almost a score, while the Cornelia and others had similar troubles. Desertions are due to the difference in the rate of wages paid on British and American ships, and in view of the recent reduction in the value of the pound sterling, there is added temptation to break articles and quit the British vessels to engage at the higher rates prevailing under the American flag. In the case of ordinary cargo steamers, the difference in pay is about \$5 a month for able seamen and deck hands.

here that the United States immigration laws are not enforced in these cases and desertions are even encouraged on the other side, in order to facilitate the manning of American ships. It is claimed that due to the high wages prevailing in shore occupations the percentage of American citizens now serving on American vessels is not more than one-fifth of the balance are British subjects.

"It would be interesting to know what proportion of this number is represented by deserters from British ships," says Syren and Shipping editorially. "We quite admit American ships must be manned, but because seafaring life does not appeal to American citizens is no reason why desertion from British ships should be tacitly connived at."

The newspaper claims that the immigration laws, if thoroughly administered, would prevent these desertions, which seriously harm British ship owners.

RICH MEN—SUICIDE

Seventy-nine millionaires and 83 bankers committed suicide in the United States last year, which proves once more that the mere possession of wealth does not produce happiness or contentment of mind observes the London "Daily Express."

The truly rich man is the philosopher who fills the niche in life for which he is best fitted, who looks on money as a means to an end and not the end of all, and who cherishes health and the good will of his fellows above the mere gatherings of gold.

PREVENTION OF APPLE SCAB

Early Spraying of the Orchard, Important.

How many times to spray the apple orchard is a matter of concern to most orchardists. From the results of experiments conducted on by the Division of Horticulture of the Dominion Experimental Farms, as outlined in a recently issued bulletin on "Modern Orchard Practices" it appears absolutely necessary to make at least five sprays to control apple scab effectively in bad seasons. In the opinion of the author, Mr. M. B. Davis, who is chief assistant horticulturist, the importance of early sprays as an insurance against the loss of crop has been neglected and overlooked too much in the past. It is the early sprays, he says, which save the crop. The wise man sprays from the early

Spring to make his crop set.

Apple scab is a disease that spreads or reproduces itself by spores so minute that they cannot be discerned with the naked eye. When the weather becomes sufficiently mild to start the trees, these spores are liberated from the old leaves and infect the young leaves, reproducing new spores in a very few days. By the time the blossoms are ready to burst there may be many millions of these spores ready to infect them. At this stage the spores, which will ultimately ripen into an apple, is very tender and if attacked by a germinating spore, which sends out roots to penetrate the skin, will be killed and the chances of a crop ruined. Ravages of scab are often attributed to imperfect pollination or frost when in reality black spot or scab is the cause of the loss. Cool, moist weather, such as we have in Spring, is the most favourable for the development of scab, which spreads but little during the Summer. Thus the important sprays are the early ones. Spraying is a preventative, and cannot repair damage already done. It prevents the development of the germinating spore. The bulletin here referred to goes very thoroughly into the details of the cultivation, spraying and management of the apple orchard.

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VALLEY SECTION GETS GOODES START. It meets with Mr. O'Connell, Representative, Perfecting Their Tourist Organization. Kenilville.—The tourist committee of the Provincial legislature at the last session, organized for the organization of this Province into a Provincial Tourist Association. This was accepted by the local government, which voted a sum of ten thousand dollars for the work, and have undertaken to provide a chairman for the Province, also an organizer and publicity agent. The chairman, J. F. O'Connell, of Halifax, has already been appointed, and other appointments will be made in a few days. The counties of Hants, Kings, Antigonish, Digby and Yarmouth, have been set aside as one of the five zones of the Province, and in these counties several meetings have been held and a temporary organization completed. The representatives of the different parts of the Valley section are very energetic and enthusiastic in carrying forward the work, and Mr. O'Connell came to Kenilville and started the work in operation. A meeting was held in the office of the President, A. E. McMathon. There were present, besides Mr. McMathon, Secty. H. M. Chase, Edson Graham, Wolfville; A. D. Payzant, Canning; G. P. Raymond, Berwick; C. G. Yenton, Hantsport; F. E. Cox, Middleton; F. G. J. Comeau, Halifax; George E. (Continued on Page Six)

FINE NEW BUS. A splendid new bus for the Digby Neck Mail Company went into commission last week. It consists of a Reo chassis on which Wright and Baker, of Wolfville, have erected a superstructure capable of seating seven or sixteen passengers. The entrance is from the front, near the driver, and the seats are built around the rear. In the rear there is a separate compartment for the mail and baggage which can be reached through a door from the trunk of the bus. The fabric is natural wood with heavy upholstery. It is probably the most up-to-date bus for a rural mail route in the Province, and the Digby Neck Mail Company deserve great praise for their enterprise.—Courier.

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