

TAGGING FOR SISTER'S MEMORIAL



Miss Florence Cavell, a sister of Nurse Edith Cavell, selling violets at the foot of her sister's monument in London, on a tag day for the Cavell Memorial Fund the anniversary of her death.

THE TRAFFIC IN HABIT-FORMING DRUGS

DR. J. G. SHEARER,
Social Service Council of Canada.

Addition to the use of habit-forming drugs such as opium, morphine and cocaine has assumed such large proportions and been so difficult to suppress and makes such terrible havoc, physical, mental and moral of its enslaved victims as to cause grave concern to leaders alike in Church and State. Parliament is always unanimous in making the Opium and Narcotic Drugs Act more effective. The only question raised by members in Commons or Senate is how best to accomplish the end sought.

The present Premier, Right Hon. W. L. MacKenzie King, then Minister of Labor, introduced the Act in 1911. It has been strengthened since under the Right Honourables Sir Robert Borden and Arthur Meighen and last session under the Hon. H. S. Beland, Minister of Health. The penalty was raised to seven years. Whipping was added where drugs are supplied to juveniles, and unnaturalized aliens convicted of offences were ordered deported after serving sentence.

It is interesting to note the distribution of this traffic in the provinces of the Dominion. The very latest figures supplied by the Federal Department of Health, giving the numbers for Federal convictions for the year ending 31st March, 1922 are as follows:—

Total Chinese non-Chinese		
P. E. Island	0	0
Nova Scotia	9	1
New Brunswick	14	5
Manitoba	16	0
Ontario	66	52
Saskatchewan	88	73
Alberta	101	59
Quebec	237	133
Br. Columbia	315	300
Total	845	634

We have arranged these figures in ascending scale.

The first fact that stares one in the face is the tremendous proportion of Chinese in this summary of offenders, 634 out of 845. The new law attaching deportation as a penalty will probably in a few years materially alter these figures. It is likely that many, perhaps most of the Chinese offenders are not Canadian citizens and are therefore subject to deportation when convicted. These must either mend their ways or leave Canada.

It is interesting to note that no mention is made of Japanese or East Indians in this statement.

It is sometimes argued by those opposed to prohibition of the traffic in intoxicants that it results in increased addiction to the use of drugs. These official figures effectively knock the props from under this contention. The two provinces not under prohibition show 552 convictions out of 845 for all Canada. If the Chinese are left out the figures are 119 in these two provinces out of 211 in all Canada.

I do not argue that prohibition lessens the use of drugs but that it certainly does not increase it. British Columbia's quota of 15 omitting the Chinese which are more numerous there than in any other part of Canada is not abnormally large, being the same as Manitoba's and Saskatchewan's. But it is singular that in all the Western Provinces, leaving out the Chinese, the convictions are proportionately much larger than in Ontario and the Maritime Provinces.

Manitoba, Saskatchewan and British Columbia have 15 each and Alberta 42; Ontario 14 with a population of half a million more than the four combined. The case of Quebec is also not easily explained. Two hundred and thirty seven, including Chinese, or 104 not including them, is abnormal. This is certainly not to be charged up to the French Canadians. Out of the 237 in that Province only 21 are outside Montreal in an almost solid French population, and of these 21 only 11 are non-Chinese. This is highly creditable to Quebec outside Montreal. Montreal itself is the most perplexing. The Health Department's more complete report gives Montreal 216 including Chinese, or 93 without them in a population of perhaps 750,000. Compare this with the figures for the whole of the Maritime Provinces, 25 including Chinese, or 6 without them, out of a population of 1,000,000. Or compare it again with Ontario convictions—66 including Chinese, or 14 without them, out of a population of not much less than 3,000,000.

This can hardly be explained by the cosmopolitan character of Montreal's population. Winnipeg, Vancouver and other cities are quite as cosmopolitan in proportion to population as Montreal. And there is no finer type of population anywhere than the people of Montreal in general.

Montreal has had for many years an abnormally large and (at least negatively) tolerated colony of criminal, that is, commercialized social vice, as the reports of the Montreal Committee of Sixteen conclusively show.

Bearing in mind that social vice and narcotic drugs are twin evils and boon companions, each the cause and the effect of the other, is the explanation in whole or large part to be found in this fact?

WALL STREET PAYS FINE TRIBUTE TO CAPTAIN WALTERS

New York, Oct. 27.—Bulletins of the International Race were posted in Wall Street, and closely followed by enthusiastic crowds. When the Ford lost her topmast the following tribute to Captain Walters was written out and pasted on the board.

"The name of Captain Walters of the Bluenose will go down in red-blooded history of fishing fleets as a true sportsman, for when the Ford lost her topmast the Canadian captain doused his big fisherman's staysail and foretop-sail putting Bluenose under the same handicap as its crippled rival. Walters had every right under rules to sail on under all canvas, but chose to play the game on even terms. When Bluenose's sail came down, old fishermen gasped with admiration for the Nova Scotia skipper."

If a boy earns 10 cents he wants it; he is not willing to trust the richest man alive.

Minard's Liniment Co., Limited.
Sirs,—I have used your Minard's Liniment for the past 25 years and whilst I have occasionally used other liniments I can safely say that I have never used any to equal yours.

If rubbed between the hands and inhaled frequently, it will never fail to relieve cold in the head in 24 hours. It is also the best for bruises, sprains, etc. Yours truly,
J. G. Leslie.
Dartmouth.

NEW YORK TRIBUTE TO NOVA SCOTIA SPORTSMANSHIP

New York, October 26.—A staff correspondent of the Tribune in a despatch from Gloucester pays tribute to the sportsmanship shown by the Bluenose owners and her skipper and crew.

"In the chatter of controversy which deafened Gloucester during the first day or so," he says, "there arose an occasional tendency on the part of the more rabid partisans to impute unfair motives to the Canadian sailors and their representatives. Some unwise remarks have been made, and some of them have found their way into print.

"The record on this matter is clear. Angus Walters has given ground on every issue. The races have three times been postponed at the start to accommodate the Ford and technicalities which might have been claimed in the Lunenburg's favor have been waived.

"The responsible Gloucester citizens are unanimous in their praise of the Nova Scotian attitude throughout and nobody is louder in praise of the Bluenose and her crew than Clayton Morrissey, the Ford's lean skipper."

HARVEY HIRES HELP

Harvey Brown was known for his thrift. All his life he had managed to work his farm without help. Finally the day came when he had to have help or see part of his bumper crop lost. He telephoned the county agent.

"I want a farm hand to milk cows, feed, harness and separate milk until breakfast. Do field work morning and afternoon and chop a feed at noon hour. One who is handy with tools to help me build a new grainery in the evenings, and—"

"Say, mister, ring off!" interrupted a voice. "You're got the wrong number. This ain't Heaven."

He who is good, and not good for something, is no good to himself or anybody else.

Minard's Liniment for Distemper.

LIFE WAS MISERY!

"I was reading the other day about Neurasthenia, about the large number of people who were troubled with this disease. It is just what my wife had. She felt miserable all the time and was constantly depressed. She would waken in the morning and tell me that something dreadful was going to happen that day. Life was nothing short of misery for her. She was so depressed that I expected she would lose her mind and have to go to a sanitarium and I kept wondering how I would get the money to pay for her. She could not eat and had no appetite for food. She was irritable and cranky most of the time. If she was crossed in any way, she would immediately work herself up into a violent temper. This worried me because she had always had a kind and gentle disposition and nothing which was said or done seemed to irritate her. I spoke to our family doctor about her and he said that her trouble was imagination and that if she would try and forget about her depression and look on the bright side of life she would be all right. Of course I didn't dare tell her this because I knew she would get into one of her tempers. When she got over these fits of temper, she was always weak and ill and more depressed than ever. The doctor said a tonic might help her and gave me a prescription but this did not do her any good. She tried all kinds of other tonics with the same result. Carnol was recommended to me and I wish to state that it is the leader of all tonics. Since taking it my wife has changed completely. Now she is always ready for her meals and work is no burden. It is a pleasure for me to recommend Carnol to anyone who is in need of a tonic or a body builder. Excuse me for writing this letter but I want you to accept my thanks for that wonderful tonic known as Carnol." — Mr. J. H., Toronto.

Carnol is sold by your druggist, and if you can conscientiously say, after you have tried it, that it hasn't done you any good, return the empty bottle to him and he will refund your money. 7-622

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A car has been placed on this service to carry passengers and parcels, daily except Sunday, leaving the Post Offices on the following schedule:

Leave	Arrive
WOLFVILLE 7.30 A. M. Main Road	KENTVILLE 8.00 A. M.
KENTVILLE 8.30 A. M. Main Road	WOLFVILLE 9.00 A. M.
WOLFVILLE 10.00 A. M. via Pt. Williams	KENTVILLE 10.30 A. M.
KENTVILLE 11.30 A. M. via Pt. Williams	WOLFVILLE 12.00 Noon
WOLFVILLE 1.00 P. M. via Pt. Williams	KENTVILLE 1.30 P. M.
KENTVILLE 2.00 P. M. Main Road	WOLFVILLE 2.30 P. M.
WOLFVILLE 3.00 P. M. Main Road	KENTVILLE 3.30 P. M.
KENTVILLE 3.45 P. M. via Pt. Williams	WOLFVILLE 4.15 P. M.
WOLFVILLE 4.30 P. M. Main Road	KENTVILLE 5.00 P. M.
KENTVILLE 5.30 P. M. Main Road	WOLFVILLE 6.00 P. M.

Evenings By Appointment

Fares will be as follows:

Between Wolfville and Kentville	.35
Between Wolfville and Greenwich Corner	.15
Between Wolfville and Golf Club	.25
Between Wolfville and beyond Golf Club	.35
Between Kentville and Highbury Road	.15
Between Kentville and Golf Club	.25
Between Kentville and Beyond Golf Club	.35
Between Wolfville and Port Williams	.25
Between Kentville and Port Williams	.25
Between intermediate points on Belcher Street to either town	.15

PARCEL DELIVERY FARES SAME AS FOR ONE PASSENGER