

# The Weekly Monitor

AND

## Western Annapolis Sentinel.

VOL. 36

BRIDGETOWN, ANNAPOLIS COUNTY, NOVA SCOTIA, SEPTEMBER, 16, 1908

NO. 22

### Fruit Growers Incensed at Government Fruit Inspectors

(Toronto Globe.)

The "apple-bosses" of Ontario have a grievance and are grumbling. They make complaints against the fruit marks act, and, besides that, their pocket-books are thinner by a few thousands of dollars since last year's apple crop was harvested. These men who represent the great English apple-masters at Liverpool, whose gangs strip the trees, whose factories make the barrels, who pack the fruit store in cold storage warehouses, or ship it all over the world, and who paid over to the farmers in that strip of land 100 miles long and 20 miles wide lying west of Belleville, on the north shore of Lake Ontario, probably \$400,000, are complaining, not of this year's apple prospects, for they are quite cheerful, but because the fruit marks act, as they claim, is forcing them almost out of business and because it is so administered by the inspectors as to make the Dominion's effort to maintain Canada's apple reputation react seriously upon the shipping men.

"They're boundin' us to death," declared one rather dejected shipper in a tone almost pathetic, "when an apple shipper sees an inspector coming into an orchard, he has his heart in his mouth. No matter how 'y' select your apples, no matter how they're packed, it seems as though you just naturally couldn't get 'em to suit." He was a reputable packer; he was in earnest, and what he said was echoed by other large shippers seen by your correspondent.

#### WILL PETITION THE GOVERNMENT.

They are all more or less "blue" since last fall. They lost money on the crop in general, and though the yield was enormous the crop was of a bad quality, which naturally brought upon the heads of the shippers a large number of penalties. They intend, it was stated, to petition Hon. Sydney Fisher, before the apple season begins, asking that apples be inspected at point of shipment only, in summer as in winter; that the standard for "No. 2" apples be altered; and that the shippers be placed in a position less at the mercy of inspectors, who, they claim, are in many cases deficient in practical knowledge of apples. Some shippers are not complaining, and some say less than others, but there appears to be a general feeling that the law is too drastic, or in its method of enforcement too unyielding.

#### LAST YEAR A BAD ONE.

Last year was a bad one. One large Belleville shipper is said to have lost \$100,000 on the crop. Another, Mr. D. L. Simmons, is reported to have estimated the loss in the village of Coburne at \$150,000. The manager of the biggest bank in Trenton told your correspondent he thought the average losses to the buyers were between \$2,000 and \$35,000, all east of Toronto, and yet another estimate was that between the village of Brighton and the town of Trenton a loss of \$125,000 had been sustained. "Yet it was not the farmers that lost. He escaped the trouble in the apple market pretty much as he escaped the financial depression throughout the rest of the province. It was the buyers and shippers who were caught. They paid for the crop before the trouble began.

#### BUYING BEGAN TOO EARLY.

Long before the apple season came on last year, reports were sent out foretelling a 75 per cent. crop. The English brokerage houses at Liverpool hurried funds to their Canadian

agents and told them to buy. Smart Americans across the lake heard the rumor, and they bought—long before the orchards were ripe. As was natural, prices soared. Even conservative Canadian experts, who would otherwise have deferred buying, were forced into it. Then the market dropped. The crop came and was almost five times normal size, and the quality was poor. The market was overloaded with bad apples bought at a fancy price, and on top of it all the disturbance in the money market caused American buyers to cancel orders, and had the usual effect upon the consuming world. The result was loss to the Canadian and English shippers and a superabundance of apples in "No. 3" and "No. 2" ratings.

#### CHEERY PROSPECT THIS YEAR.

This year the trees show signs of a large crop of early or fall apples and a fair crop of winter fruit. Conditions vary in different districts. The blossoms were profuse and the weather since has been good. There has been little or no insect pest, but the fruit men, probably under the smart of last year's happenings, say it is too early to say what may happen. Trees that bore very heavily last year are not expected to yield largely this season, although the difference, it is said, will be smaller in cases where trees have been well fertilized, trimmed and sprayed. What over the quantity, the quality promises to be much higher.

#### TO PROTECT CANADA'S REPUTATION.

The fruit marks act aims to protect Canada's reputation as an apple producer by preventing fraudulent packing, and by requiring shippers to classify their barrels in three grades and maintain these grades. Most of the men interviewed expressed an opinion favorable to the law itself, but objecting to the details of its administration. Others thought that apple inspection should be done away with, and that the penalty on the shipper would be the damage done to his reputation when a foreign purchaser opened a barrel marked with the shipper's name and found it to have been falsely graded.

#### MR. EBEN JAMES' VIEW.

At Coburne, which is the chief apple town in the Lake Ontario tract, your correspondent interviewed Mr. Eben James, of Toronto, a receiver for the brokerage house of Woodhall & Co., of Liverpool. "We have three objections," he said, "except in winter time, we ship our apples from here, say, to Montreal and they are opened there by the inspectors. Now you must know that a buyer here has his gangs working perhaps in twenty different orchards. He can't be present to see that every barrel is properly graded. He trusts his packer. The packer labels a barrel No. 1, it gets to Montreal, after being delayed in transit perhaps, and the inspector finds them in a condition he believes to be No. 2. He sends them through marked 'falsely labelled.' He writes to us and tells us we misrepresented the lot. Probably we are summoned before the local Magistrate. 'Guilty or not guilty?' asks the court, and what are we to say? We haven't seen our apples, so we say 'guilty,' just out of habit, and get fined. That is not right. What we need is inspection at the station at the point of shipment. We then have a chance to be on hand and see our barrels opened. If our packing foremen have made mistakes in labelling, or rather in judgment, we may re-label the barrel instead of having it branded 'falsely

marked.' Then, too, we can have the barrels re-headed by our own men, not as it is done at Montreal. We could remedy the damage that inevitably follows the opening of a barrel in transit and we would save almost enormous losses in that way.

#### FALL APPLES ARE "NO. 3."

Then there is the point regarding the standard for "No. 2" apples. The amended act says that all "No. 2" apples must be fully matured. That is nonsense. It simply means that all our fall apples must be shipped as "No. 2's," because it is impossible to pack ripe or matured fall apples here and have them in condition when they arrive in England. They would be spoiled. We have to pack them green and allow them to ripen en route.

#### AT INSPECTOR'S MERCY.

"The third point is that we are entirely at the mercy of the inspectors and let me tell you some of them know precious little about apples. A man can spend a life-time learning about apples and then some wettling official from Nova Scotia gets into a witness box and, after stating that he's had two years' experience with apples, puts his two fists together and swears an Ontario Spy should be that size. What does he know about Ontario fruit? Why should two years' experience in one end of a great country put him in a position to ruin my business in another part where I've been learning about apples for years? We are utterly at the mercy of these inspectors and there is no appeal. Some of them, you mind you, are good men who know their business. Some are not. If you had a receipt for quality from an inspector at the point of shipment, you think that people in Newfoundland, for instance, could write to us, as you can now, asking for a rebate and threatening to call in a local inspector? Of course our apples deteriorate on the road and then comes a man to inspect them who does not know what Ontario apples should be."

The Globe interviewed Mr. F. C. Morrey, Mr. J. E. McDonald, Mr. E. Donahy, of Colborne, Mr. William Polly and Mr. C. A. Niscent, of Trenton, and others. Their statements endorsed those of Mr. James. In some cases they were less moderate in condemning the inspection and Mr. Donahy thought that a penalty placed on a shipper should be the damage to his reputation.

#### INSPECTORS DAMAGE THE FRUIT.

"I would rather," he said, "pay the Government and I'm a Liberal, too—from ten to twenty dollars on a car of apples than to have them opened by the inspectors, even though they were not criticised. The apples are squeezed in when they are packed. So long as the head holds them they are all right. But when Montreal somebody opens ten to fifteen barrels in a carload, stirs them up and then reheads the barrels, it means that the juice gets back into the bruise spots, starts to ferment and ruins a whole carload."

#### SHIP "NO. 1" AS "NO. 2."

"The fruit marks act is positively of little use," declared Mr. Polly, of Trenton. "Many of our ship No. 1 apples as No. 2 because we know that, otherwise, through deterioration in transit, the Montreal inspectors will pronounce them falsely marked. Even Mathewson, of Mathewson & Company, of Glasgow, was speaking to a meeting of apple men here only a few days ago and told us cases where No. 2 apples sold for two shillings more a barrel than No. 1's in the same batch. The inspector had not been sure of himself, I suppose. English buyers don't trust the labels. They look into the barrels and judge for themselves."

#### FARMERS' CO-OPERATIVE ASSOCIATIONS.

Many of the shippers think the inspectors are trying to do away with the "middlemen" in the trade and to encourage co-operative associations among the farmers. Your correspondent was unable to gain any knowledge of the workings of these latter organizations, but found the shipping men, or middlemen, not a little opposed to the scheme.

"It means this," said Mr. J. E. McDonald: "Some farmers and some apple-growing communities have not experience enough, enterprise enough or money enough to conduct these associations. We pay packers \$20 to \$25 per week to superintend the work in one orchard. Few farmers' associations would do it. They would do the work among them and have poor results. They have not had the experience we shippers have. I myself have studied apples since I was a boy, and I know comparatively little of them now. But, at least, I know when to hold apples of a certain kind, when to ship and to whom to sell."

"Beyond that, if in co-operative organizations these associations are formed and are successful, it will mean that buyers must go to the business. We want the best orchards and couldn't afford to take the poorer ones alone. I think the communities where no association existed, or could exist, would suffer."

### Sunday School Association

To the Sunday School Workers:—The annual Convention of the Annapolis County Sunday School Association will be met at Clementsvale on October 1st and 2nd.

Addressees will be presented along the different departments of the work. Rev. A. M. MacLeod, Field Secretary, will be present at all the sessions. Delegates are requested from each school in County. Send names to L. C. Sproule before September 25th.

Delicates will be met at Clementsvale station and returned, free of charge. The D. A. R. will issue reduced rates to all delegates where fare is not less than fifty cents. Tickets good to return until October 5th. Only a few weeks remain in our year, and there is yet thirty dollars to be paid on Provincial Pledge.

We would kindly urge the superintendents of the schools that have not as yet contributed to have an offering taken as soon as possible. We would like to have the funds all to hand before the Convention. Amount received since July 25th:—Paradise West, Bapt. \$0.75; Lawrencetown, Bapt. 2.00; Melvern Sq., Meth. 1.00; Mt. Hanley, Bapt. 1.00; Clarence, Bapt. 2.00; Bridgetown, Meth. 1.50; So. Williamston, Bapt. 3.00; Deep Brook, Bapt. 1.00; Island, Bapt. 1.25; Granville Centre, Bapt. 1.25; Hillburn, Bapt. 0.52; Annapolis Royal, Bapt. 1.00; Annapolis Royal, Presby. 1.00; Annapolis Royal, Episcopal. 2.00; Moschelle, Episcopal. 0.50; Graywood, U. 0.50; Tupperville, Bapt. 1.00; Round Hill, Bapt. 1.50.

Yours in the work,  
A. E. YOUNG,  
Secretary-Treasurer.  
Paradise, September 7th.

### Another Western Town Burned and Three Thousand Homeless

Rawhide, Nev., Sept. 5.—Three thousand people homeless, a score or more injured, and property loss of over \$750,000 is the result of a disastrous fire, which started at 9 o'clock yesterday morning in Dr. Gardner's office, located in the Rawhide Drug Company's building. Over a ton and a half of dynamite was used in the demolition of buildings, which in a measure stayed the flames' progress. At 11 a. m. the business portion of Rawhide was a smouldering ruin, the flames being finally checked south of Balcon Avenue. Among the first buildings to go was Collins' hardware store, which contained two tons of dynamite that exploded with a terrific report, hurling burning planks and boards a great distance, setting fire to numerous buildings simultaneously. Many people were injured by flying debris, but none are reported seriously hurt.

A famine was feared, as all the supply houses and grocery stores were wiped out, a subscription list was started and in a few minutes over \$5,000 was raised and a relief train started from Reno, carrying food and bedding. Before the ashes were cool plans were well under way for a reconstruction of the town. A report that two commercial travellers lost their lives in the burning of the Ross Hotel has not been confirmed.

#### GOOD FOR BILIOUSNESS.

"I took two of Chamberlain's Stomach and Liver Tablets last night, and I feel fifty per cent better than I have for weeks," says J. J. Firestone, of Allegan, Mich. "They are certainly a fine article for biliousness." For sale by W. A. WARREN, BRIDGETOWN, A. E. ATLEE, ANNAPOLIS ROYAL AND BEAR RIVER DRUG STORE. Samples free.

#### WILL BE DISCHARGED IF THEY SMOKE CIGARETTES.

Little Rock, Ark., Aug. 27.—F. B. Eastey, superintendent of the Arkansas division of the Rock Island railroad, today issued a bulletin notifying all employees that cigarette smoking would not be permitted and that the violators would be discharged.

### Death of Sir George B. Bruce

Sir George B. Bruce, the famous engineer, a native of Newcastle, died on Tuesday night at his residence, 64 Boundary Road, St. John's Wood, London. Sir George, who had been ill since February, was 87 years of age.

George Barclay Bruce was the youngest son of John and Mary Bruce, and was born on October 1st, 1821, at the famous academy in Percy Street, Newcastle, which his father had founded. His eldest brother, John Collingwood Bruce—the future historian of the Roman Wall—had been born at 14 Albion Place, but his other brothers, as well as his sisters, were born at the Academy.

Sir George Bruce's professional experience went back to the early days of railways in this country. He entered the works of Robert Stephenson at Newcastle a few months before Queen Victoria ascended the throne, and while there had to do with the manufacture of engines for the London and Birmingham Railway which was not opened for traffic throughout its length till 1825. The first years of his career were spent in England, and one of the most important works on which he was engaged was the Royal Border Bridge, carrying the York, Newcastle, and Berwick Railway across the Tweed, for the construction of which, under Robert Stephenson, he was entirely responsible. The paper in which he described this bridge, the Institution of Civil Engineers in 1851 gained him a Telford medal, but before it could be presented to him he had left for India, which was the chief scene of his subsequent professional labors. He saw the inauguration of the Indian railway system—the first railway in India was opened in 1853—and was concerned with the construction of lines in Bengal and Madras, especially with the Madras Railway, of which he was successively chief and consulting engineer. He served as president of the Institution of Civil Engineers in 1887-1888, and received the honor of knighthood in the latter year.

Sir George Bruce was throughout his life one of the most untiring members and supporters of the Presbyterian Church in England, and took the most active interest in its extension at home and abroad. He was one of the foremost in promoting the union, effected in 1876, of Presbyterians in England. He had been an elder in the St. John's Wood congregation for fifty years, and from 1879 until his death he was Convener of the Church Extension Committee, and was also Convener of the Home Mission Committee. He took a special interest, outside London, in Presbyterian work at Felixstowe, which he represented on the Presbytery, and at Wark-on-Tyde, where he built a church and manse.

Sir George was married to Helen Norah, daughter of Mr. Alexander Simpson, solicitor, Paisley; she died in 1898. One of his daughters is the widow of the Rev. Richard Letch, formerly of College Road Church, Newcastle, of which building Sir George laid the foundation stone.

The subject of the above sketch was a cousin and school-fellow of William Bustin, Esq., an esteemed resident of Belleville.—ED.

### Rural Deanery Meeting at Weymouth

The Rural Deanery of Annapolis held its chapter meetings on Monday and Tuesday last. The Rural Deanery service took place on Tuesday morning at the Parish church, when the Holy Communion was celebrated by the Rev. H. How, Rural Dean, and a sermon to the clergy was preached by the Rev. Canon Vroom.

Other services were held as follows: On Monday evening at the Parish church, with sermon by the Rev. J. Lockward, and on Tuesday evening at St. Thomas' church, with sermon by Rev. W. Driffell. At the Deanery sessions, papers were read by the Rev. Canon Vroom, J. Lockward and W. Driffell. The members of the Chapter were most hospitably entertained during their stay in Weymouth, an all fresco luncheon, motor boat excursions, etc., filling up the intervals between their graver deliberations.

### F. H. Willett, Fruit Shipper, Returns from English Market

Mr. F. H. Willett returned from a trip to England via the Furness liner, Kenawa, on Thursday last. While combining pleasure with business the object of his trip was in the interests of his large apple shipping trade, and he reports a very profitable experience in regard to the knowledge he acquired regarding the shipping and selling of our fruit. Considerable of his time was spent at Covent Gardens, the great London fruit market. Concerning the prospects for prices, he informed the Monitor that late prices could not be looked for this year, principally because of the hard times in Great Britain. Mr. Willett says that the stories of financial depression and prospects of a hard winter in Great Britain as stated in press reports are unexaggerated facts and this leads to the conclusion that the middle and poorer classes, who are the consumers of our fruit, will not be in a position to indulge in their usual luxuries. The wealthy class, he says, do not buy Nova Scotia apples to any extent, their fruit being of the hot house variety at enormous prices. The London market is so stocked with fruits of all varieties and products of all climes, says Mr. Willett, that the wonder is that Nova Scotia finds so good a market for her fruit there. He mentioned a new variety of fruit which he saw there for the first time, a native of South Africa called the narkts, which he describes as of the nature of an orange with something of the outward appearance of a quince, but quite a different species from either.

Outside of the Covent Gardens Mr. Willett found the most to interest spent three days. He was greatly impressed with the fertility and beauty of this district which was a revelation to him in its high degree of cultivation and wonderful productiveness. Almost the entire county is given over to the raising of the native fruits. It was nothing unusual to see ten acre orchards of cherry trees and other fruits growing in the greatest profusion. In addition grass and vegetables are produced and immense fields are given over to the raising of hops, for this is the great hop garden of the world.

Arriving in London on a Bank holiday, August the 2nd, Mr. Willett and Hon. O. T. Daniels, who accompanied him, were just in time to witness one of London's annual events in which pleasuring on the Thames forms a notable feature, and they anticipated themselves in a sail on the famous river. Following a trip to Scotland, which they enjoyed together, Mr. Daniels made a visit to Switzerland while Mr. Willett returned to London. Both gentlemen are enthusiastic over the pleasures of their trip there. He mentioned a new variety of fruit which he saw there for the first time, a native of South Africa called the narkts, which he describes as of the nature of an orange with something of the outward appearance of a quince, but quite a different species from either.

### Women's Missionary Meeting

The Clarence W. M. A. S. held public meetings in the church Monday, September 7th, both afternoon and evening, when the ladies from the Society at Paradise and also the ladies of the neighborhood and congregation, were invited to be present. The occasion was most interesting and helpful, the audience being very good, and the program rendered by the visiting sisters of value and profit. Tea was served in the vestry by a capable and energetic committee and the time passed in social converse was well spent. The evening meeting was addressed by Mrs. C. W. Corey, who took as her subject the work being done by the Woman's Mission Circles of the great west. Being an easy, fluent and forceful speaker, she carried the audience with her in spirit through the West, and we were brought to decide there yet remained much for us to do in the east before we can equal the enthusiastic earnest workers, who are giving so largely of their time and money for the great West. Rev. S. Langille spoke briefly and was followed by the Rev. Mr. Bagnall, of Lawrencetown, with well chosen words telling of the great needs of the West. A most interesting letter was read from Miss Cora B. Elliott, of Visianagram, India, giving her greeting to the home friends. The meeting was much pleased to have Mrs. Haddon Balcom accept the long vacant office of County Secretary for Annapolis County.

### MRS. F. W. WARD, Secretary.

### A Note of Warning to South African Volunteers

Major H. B. Stairs, of Halifax, N. S., has received further news concerning the value of land selection rights to be granted to South African volunteers. No price has been established as yet. Many men have unwisely let their rights go for less than \$300. On the other hand, several contracts have been made for delivery of rights at \$700 each and it is probable that \$1,000 would be a fair price. Major Stairs' informant advises the veterans should not be in a hurry to dispose of their claims. There are numerous speculators looking for these claims at low prices, and selling to them means a lower price to others who do not sell.

### Railway Improvements For Digby

A special train arrived here Saturday from Kentville with the following gentlemen on board: Messrs. R. Campbell, London, Secretary of the D. A. R.; P. Gilkins, general manager; William Fraser, central freight agent; and William Youd, mechanic superintendent.

They dined on board the S. S. Prince Rupert, which was lying at the government pier, and had with them as their guest while in Digby Mr. A. J. S. Copp, M. P.

In an interview with Mr. Copp we learned that considerable improvements in the railway system is contemplated for Digby.

Among the most important is an up-to-date railway station on Battery Point, increased yard facilities and a large modern summer hotel for the hundreds of additional summer tourists which will visit Digby in the future and which our present hotels are unable to accommodate.


### Two Boys Shot by Woman Caretaker

Providence, R. I., September 5.—John Esmond, aged 5, and his brother, Frank, aged 7, were shot in the Silver Lake district by Miss Louisa A. Allen, housekeeper for John Morrison. Tonight John is fatally wounded in the Rhode Island Hospital and Miss Allen is under arrest at the Police Station.

The shooting took place as a result of deprecations wrought by lads in the orchard belonging to Morrison. Miss Allen left the house on business, and on her return she found Morrison's mother, an aged woman, in a state bordering on hysteria, due to the actions of the boys. The housekeeper went to the window, carrying a loaded shotgun with her, and warned the lads that if they did not leave she would shoot. This had no effect and the boys dared her to shoot.

Miss Allen says she then pulled the trigger once without intention to shoot anyone. The lads allege that she fired both barrels and levelled the gun at them as she did so.

On being removed to the hospital the boy, John, was found to have received nine of the shot, some in the region of the heart, others in the chest and two in the abdomen. Frank Esmond was also wounded, but less severely than his brother. Dr. Thompson, who was called in to attend the lads, gave it as his opinion that John's injuries were likely to prove fatal.



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