

DOMINION ATLANTIC RAILWAY
—ANI—
Steamship Lines
—TO—
St. John via Digby
—ANI—
Boston via Yarmouth
—ANI—
"Land of Evangeline" Route.

On and after Jan. 1st, 1911, the Steamship and Train Service on this Railway will be as follows (Sunday excepted):

Accom. from Annapolis 7.50 a. m.
Express from Halifax 12.21 p. m.
Express from Yarmouth 1.46 p. m.
Accom. from Richmond ... 8.40 p. m.

Midland Division

Trains of the Midland Division leave Windsor daily, (except Sunday) for Truro at 7.30 a. m., 5.35 p. m. and 6.45 a. m. Mon., Tue., Thurs. and Sat., and from Truro at 6.50 a. m., 3.30 p. m. and 12.00 noon Mon., Wed. Fri., and Sat., connecting at "Truro" with trains of the International Rail way, and at Windsor with express trains to and from Halifax and Yarmouth.

Boston Service

SERVICE IN EFFECT DEC. 12th, 1910.

The Royal and United States Mail Steamship "BOSTON" will leave Yarmouth Wednesday and Saturday on arrival of Express from Halifax, arriving in Boston next morning. Returning leave LONG WHARF, BOSTON, at 1.00 p. m., Tuesday and Friday.

St. JOHN and DIGBY

ROYAL MAIL S. S. YARMOUTH. Daily Service (Sunday excepted). Arrives in Digby 10.45 a. m. Leaves St. John 7.45 a. m. Leaves Digby same day after arrival express train from Halifax.

P. GIFKINS, *Kentville.* General Manager.

FURNESS, WITBY & CO., LTD.

STEAMSHIP LINERS.

London, Halifax and St. John, N.B.

From London. From Halifax. Shenandoah Jan. 25. Haplanock Feb. 8. Kanawha Feb. 22.

LIVERPOOL, ST. JOHN'S NEWFOUNDLAND SERVICE

From Liverpool. From Halifax. Steamer. Jan. 7th—Durango Jan 25. Jan. 21st Taharao Feb. 8. Feb. 4th Almeriana Feb. 22.

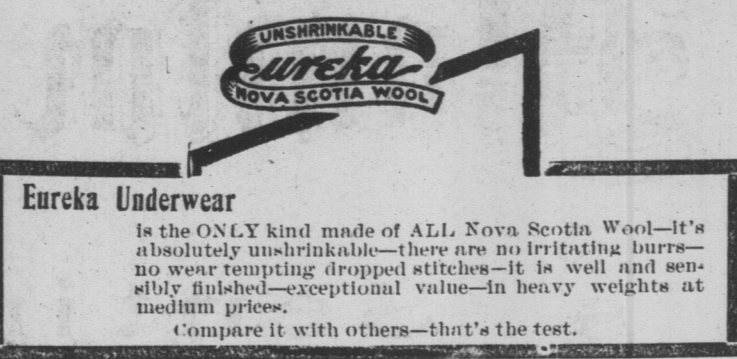
FURNESS WITBY & CO., LTD., Agents, Halifax, N. S.

H. & S. W. RAILWAY

Accom. Mon. & Fri.	Tim. Table in effect Oct. 1910.	Accom. Mon. & Fri.
Read down.	Stations	Read up.
11.20	Lv. Middleton A.S.	16.25
11.31	* Clarence	15.54
12.08	Hopkinton	15.39
12.35	* Granville Centre	15.07
12.51	Granville Ferry	14.50
13.05	* Kyrleide	14.34
13.30	At. Port Wade Lv.	14.10

* Flag Stations. Trains stop on signal. CONNECTIONS AT MIDDLETON WITH ALL POINTS ON N. & S. W. RY. AND D. A. RY.

P. MOONEY General Freight and Passenger Agent HALIFAX, N. S.



Begin the New By Buying at ear RIGHT ∴ the Right Place

While Stock taking GREAT BARGAINS in all lines. Call and be convinced.
Hayward Clothing Store
Cor. Queen and Granville St. Bridgetown

STARTER FOR 1911

Carrying a large line of Fine and Staple Groceries, backed up by a good and reliable service, we hope to receive a substantial portion of your patronage.

For the future we shall confine our accounts to 30 days as much as possible.

OUR MOTTO:—"Quick Sales and Small Profits."

J. E. LLOYD and SON

COMMERCIAL AND SOCIETY PRINTING

NEATLY EXECUTED

IN THE Job Department OF

The MONITOR OFFICE

Now is the season when the Merchant should have his new supplies in COMMERCIAL STATIONERY.

A new line of superior type for this purpose has just been added to our plant. Stock and workmanship—guaranteed.

Advertise In the Monitor IT REACHES THE PEOPLE

Nova Scotia is First in Prospects for Profitable Fruit Growing

The question: "Can we grow fruit for commercial purposes in Nova Scotia profitably as compared with other countries?" is being practically and satisfactorily answered in the affirmative every year, and the feeling of security, among even the most fainthearted of the orchardists, is growing stronger each year as the advantages of Nova Scotia, and especially the Annapolis Valley, work out practically in successful effort.

It is the intention of the present article to prove, if possible, that from the viewpoint of suitability of soil, climate, markets and transportation, the prospect of fruit growing in our Province is brighter, comparatively, than any other country.

SOILS. That well cared for orchards are doing well, making splendid growth, and bearing good quality and large quantities of fruit on almost every variety of soil in the Province is sufficient proof that the quality of our soil will not prevent successful fruit growing.

Some of our best orchards are today growing in almost clear sand, others in the rankest clay. The well the exceedingly dry weather interfered much with their growth. In spite of this drought, however, the season's crop was in the end a record on both in quality and quantity for on the last of September we had abundance of rain and through October, the situation was saved even at this late date for the growth of fruit in October was phenomenal. The year 1910 was more disastrous inasmuch as cold rains and frosts during the blossoming period interfered with successful pollination. The year was the nearest a failure of any year in the history of fruit growing in Nova Scotia, but as there is no loss without some gain the year in its abundance of moisture has given us fruit trees a start in growth and a renewal of vitality which in the next ten years will probably, in increased crops, more than make up for the apparent failure this year.

But as has been mentioned these have been exceptional years and have little weight in annealing the statement that our climate is almost ideal for fruit production. In a season as this 1910 the advantage of planting of high lands to escape spring frosts in blossoming time is apparent but we have no frosts to kill roots and tender growths, no heavy winds to break down our heavily laden trees or destroy our ripening fruit. Our generally abundant and well distributed rainfall makes irrigation unnecessary, while our sunny days of September and October are ideal fruit colorers; Added to this our winters are not too cold to interfere with the shipping and transportation of the fruit not to mention that our climate is sufficiently cool to allow the production of hardy long keeping varieties that stand up longer in the markets and carry a better richer, snappier flavor than any other fruit in the world. I think your readers will agree that we have little to be desired in climate.

TRANSPORTATION. Satisfactory transportation has been one of the bugbears of the fruit growers in the past, but the abuses have been gradually lessened until now we have a fairly satisfactory service as far as carriage of our fruit is concerned. We have still the abuse of exorbitant freight rates, rebates to shippers paid out of the apple returns, excessive

rates of freight on the railways, need of new and better cars, etc. It is hoped the advent of the Canadian Northern and C.P.R. with their steamship lines will help in the economical and expeditious shipment of our fruit. The natural competition will surely give us a better service.

But as far as natural facilities for transportation go our position can scarcely be excused. Our nearness to the coast makes it unnecessary that any rail haul should be over fifty miles. Annapolis, Yarmouth, Digby, Minas Basin ports, H. A. S. P. etc., have good harbors from any of which fruit can be shipped with a minimum land haul when the development of the fruit production warrants their use.

A comparison with any other country growing fruit shows up the advantages strongly in favor of Nova Scotia in the above respect of advantageous transportation facilities. Two railway lines running through this narrow peninsula practically places all the fruit bearing districts within easy reach of transportation centers.

The conditions in Great Britain, at present our largest market, point to a greater consumption and smaller production in the future both of which factors will increase our sales. The British orchardists are realizing that we can compete with them even where they are right in the market. While the taste for good apples is increasing.

The people of the British Isles have long been bitter against the tenant system and the tendency of national feeling is toward the leveling of privileges and rights and toward the breaking up of large estates and decay of landlordism. The advent of the smaller farmer owning his farm will tend toward greater prosperity and independence, and as these increase a greater demand for fruit will result. Again a year of low prices does much to open up new markets, inasmuch as it gives the poorer classes a chance to get a taste of fruit and the taste once created will extend and help our markets.

IN THE NORTHWEST. The people of the Northwest will never, nor can they raise apples, and this market is rapidly increasing by leaps and bounds and will in the near future absorb all the output of the Upper Eastern provinces and a large part of British Columbia, while the long haul of the fruit from the latter Province will never allow of her being a successful competitor of Nova Scotia. The exports from the United States and Ontario are becoming less every year and the former country will soon in all probability use all her own apples within her own borders.

Better trade relations with Germany are looked for in the future and the markets of France and South Africa are all expected to take more and more apples.

To an optimistic view it would seem as if Great Britain would in the near future look largely to Nova Scotia or the Maritime Provinces for her apples.

ONLY ITS INFANCY. If we consider the possibilities of Nova Scotia as a commercial apple producing country in the light of the above arguments we have to conclude that the industry is only in its infancy.

One drawback in the past has been want of advertising abroad, as well as at home. We have been taught to be content with our present condition, and consequently the attention of the enterprise and money of the world has been turned toward other countries whose natural resources are mean beside our own, but which have been boomed and over-advertised until their development has far exceeded ours.

NOVA SCOTIA WAKING UP. This same spirit of content and lack of enterprise has in the past been the means of the annual exodus of the best men of the Province. Now, however, that Nova Scotia is waking up this exodus is growing less and many are coming back to Nova Scotia as a commercial enterprise. What we want now is more legitimate advertising and men of more enterprise or awakened enterprise to develop the resources of this best Province of the Dominion. (R. J. Messenger in the New Year's number of the Halifax Chronicle.)

Alleged Morganatic Marriage

Editor Weekly Globe and Canada Farmer: It seems to me that countless numbers of times I have seen articles about the British Royal family in United States newspapers but it seems to me to have been written for a purpose. Some of these articles have been reprinted in Canadian papers, it seems to me a shame that we cannot get the truth of things from the available sources.

Some time ago I saw a report from a United States newspaper to the effect that his Majesty King George V. was before the death of his brother married to a lady of rank, but not of Royal blood, and that he was forced to put her aside and disinherited his children before he became Prince of Wales.

I wonder if any of your readers or yourself know the truth about this. It does not seem reasonable to me, and I do not believe I will believe it unless more evidence is forthcoming.

It is true that soon after his Majesty came under the white light that beats on the throne a story was started in the United States press and went the rounds to the effect that he had, before the death of his brother Clarence and his accession to the title of Prince of Wales and heir-apparent, married a woman of much lower rank to whom he was greatly attached, but that, with his new dignities upon the death of his elder brother, he was forced to disown his wife and marry his present Queen.

The story went even further, detailing the fact that several children had been born to the former union, and telling what had become of the family the future King was forced to leave. It was a story that left a bad taste in the mouth of the right-minded reader, whose sympathies naturally went out to the woman thus injured and to the children thus deprived, not only of a father's loving care, but of his name as well.

Nor could among disreputable men figure out how any good man could, even to gain a crown the first in the world, consent to disown his wife and children. Nor could they understand how the friends of the woman whom for State reasons, it is alleged, he was forced to marry could willingly allow her to become the scum of a man already married and with a living legal wife. The story was so completely true in every aspect in which it is viewed, and was especially uncomplimentary to the character of the late Queen Victoria, whose power was said to have forced the divorce and second union. Now comes an official statement denying the entire story. Sir Arthur Bigge, Secretary to his Majesty, has written the following to an inquirer:—"You have my authority for stating, in whatever manner you may think fit, that King George was never married, morganatically or otherwise, until July 10, 1892 when, as Duke of York, he married Princess Mary of Teck, her present Majesty. Moreover, nothing in his Majesty's life could give the slightest ground for the conception of such a cruel and wicked lie."

"It is hoped that this statement will put an end to the circulation of the cruel slanders, which every decent person must have hoped from the first, was untrue."

The foregoing explanation ought to be satisfactory to Canadians everywhere—E.L.—Toronto Globe.

Rev. W. R. Curtis, of Clarendon, Vt. besides ministering to his parishioners during the last year, has conducted a thriving poultry business, in which he has handled 91,200 eggs and 1500 fowls.

The flight of J. A. D. McCurdy, which was to have taken place from Key West to Havana on Saturday, was again postponed on account of the weather.

PURIFIED HIS BLOOD

Dr. Morse's Indian Root Pills Healed Mr. Wilson's Sores

When the secret of the body—bowels, kidneys and skin ducts—get clogged up, the blood quickly becomes impure and frequently sores break out over the body. The way to heal them, as Mr. Richard Wilson, who lives near London, Ont., found, is to purify the blood. He writes:

"For some time I had been in a low, depressed condition. My appetite left me and I soon began to suffer from indigestion. Quite a number of small sores and blotches formed all over my skin. I tried medicine for the blood and used many kinds of ointments, but without satisfactory results. What was wanted was a thorough cleansing of the blood, and I looked about in vain for some medicine that would accomplish this."

"At last Dr. Morse's Indian Root Pills were brought to my notice, and they are one of the most wonderful medicines I have ever known. My blood was purified in a very short time, sores healed up, my indigestion vanished. They always have a place in my home and are looked upon as the family remedy."

Dr. Morse's Indian Root Pills cleanse the system thoroughly. Sold by all dealers at 25c a box. 6

Joker's Corner

OVER THE GATE. Justice Moody was once riding on the platform of a Boston street car standing next to the gate that protected passengers from cars coming on the other track. A Boston lady came to the door of the car and as it stopped, started toward the gate which was hidden from her by the men standing before it.

"Other side, lady," said the conductor.

He was ignored as only a born-and-bred Bostonian can ignore a man. The lady took another step forward.

"You must get off the other side," said the conductor.

"I wish to get off on this side," came the answer in tones that conveyed that official. Before he could explain or expostulate Mr. Moody came to his assistance.

"Stand to one side, gentlemen," he remarked quietly. "The lady wishes to climb over the gate."—Ladies Home Journal.

THOUGHT THEY WERE HOME

A certain lady one Sunday induced her husband, who was not a regular church-goer, to accompany her to evening service. During the sermon he fell asleep, snoring at first softly, and at length so noisily that the good lady was constrained to give him a sharp nudge in the hope of rousing him. To her consternation, however, as she slowly awakened, he exclaimed in a loud voice: "Let me alone! Get up and light the fire yourself—it's your turn!"

When a former Lord Paget was ambassador at Constantinople, he, with the rest of the gentlemen who were in a public capacity at the same court, determined on one gala-day to have, each of them, a dish after the manner of their respective countries; and Lord Paget, for the honor of England, ordered a piece of roast beef and plum pudding. The beef was easily cooked, but the court cooks not knowing how to make a plum pudding, he gave them a recipe: "So many eggs, so much milk, so much flour, and a given quantity of raisins; beaten up together, and boiled for three hours in five gallons of water." When dinner was served up, first came French ambassador's dish, then that of the Spanish ambassador, and next, two fellows bearing a tremendous pan and larding: "Room for the English ambassador's dish!" "By Jove!" cried his lordship, "I forgot the bag, and these stupid scoundrels have boiled it without one—and in five gallons of water, too!"

CHILDREN LOST IN FIRE. Mason City, Iowa, Jan. 23—J. C. Jensen and three children were burned today when a fire, caused by pouring gasoline over kindling, consumed the Jensen home near Northwood. Mrs. Jensen and three children escaped, but all were badly burned.