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NEW GLASGOW NEWS NOT FAVORABLY IMPRESSED WITH AUTO LICENSE CHANGES

The New Glasgow News is not very favorably impressed with the proposed changes in the auto license fees. In last Saturday's issue under the heading "The Wounds Of A Friend" it says:—

It was announced semi-officially yesterday that the Local Government through its Highway Department contemplated a revision of its exactions from the auto owners of the province.

Three fifths of the cars are of the smaller sizes and an all wise and beneficent government proposes to reduce their owners' license fees. The reduction is not large but every little bit helps. On the other hand the owners of the big cars will have their license fees substantially advanced. The inference is that they are a wasteful, extravagant lot and a few dollars one way or the other means nothing to them.

If Premier Rhodes and Hon. Percy C. Black had their ears to the ground yesterday they would have heard language too lurid for reproduction in a high class journal such as ours and strange to relate but absolutely in accordance with the facts is it to say that those who gave vent to their

feelings in language more forcible than polite were for the most part staunch Conservatives. They were sore, disgusted. They had absolutely no objections to a reduction in the fees as far as the smaller cars were concerned but they objected decidedly and emphatically against paying a nickel more than the present schedule calls for. They had a "hunch" that the new government, which had promised efficiency and economy, would be able to carry on, and lower the license fees all around.

It is quite possible that there are inequalities in the schedule as it now is. When one considers that it was prepared by the late unlamented government, and presumably by the rule of thumb, it is just what one would naturally expect.

We do not mind telling Hon. Percy C. Black that he is playing with dynamite if he is bullheaded enough to go ahead with his program. It would be extremely interesting to know from what font he draws his inspiration. We would not go as far to say that the Ford people brought pressure to bear. We leave that to the Liberal press.

It passes understanding as to how the auto manufacturers are able to maintain the tariff at present day altitudinous heights with a low tariff government at the helm at Ottawa whilst the most cavalier treatment is accorded the steel and coal interests. It also passes understanding why the United Farmers have not attacked those duties on the ground that the ubiquitous Ford is an agricultural implement, taking the weight of the car as the determining factor—and inaugurate a gasoline tax. Then the man who

burns up the roads at the rate of 10,000 or 20,000 miles in the run of a season will pay—as he ought to pay—substantially more than the canny going fellow who only operates an auto when necessary and runs say 3,000 miles during the season. To put these two classes on an equality as Mr. Black proposes is manifestly unfair. In fact it is absurd.

Another thing, Mr. Black, worthy of note is the glaring difference in the cost of gasoline in Nova Scotia compared with the figures in New England after taking the difference between the American and the Canadian gallon into the reckoning. A paternal government could see to it that the price charged corresponds with charges across the line. And lastly but not least by any means where the gasoline dealers get their heads together to charge higher than rule elsewhere throughout the province there should be a measure of protection for the public. In other words if the government undertakes to collect a tax on gasoline it would be quite justified in realising the price if it can be shown that the public are being bled. There is a Compulsory Act available for that sort of thing.

"PETTICOAT CAFE" INDUCES SOBRIETY.

London.—The woman population of the little village of Piona, in the canton of St. Gall, Switzerland, have opened a cafe to provide their men folk with good food and drink at cost price.

This feminine venture was the result of a quarrel between the men and women of the village. As there was no cafe in Piona the men petitioned the local authorities to open one, but the wives and daughters objected and the petition was refused.

The women thereupon organized a syndicate and opened a comfortable cafe of their own, where refreshments, especially beer and light wines are sold at slightly above cost price.

SAYS SOUTH AFRICA MAY WRECK EMPIRE.

Indian Leader in Cape Urges Bombay to Use Influence For Toleration.

Bombay, India. (via Reuters)—Dr. Abdurrahman is the leader of a deputation from the South African Congress which has come to India to urge the government to use its influence to bring about a round-table conference with the South African Government on questions affecting the Indians in South Africa in connection with the restrictions placed upon them by the government of that country.

In an interview, Dr. Abdurrahman said it was inconceivable that Great Britain should stand by and allow a handful of South Africans to pursue a policy which eventually may wreck the Empire. He added that despite a recent announcement by Dr. F. H. Malan, Minister of the Interior in the South African government, the government of South Africa had refused the request of the government of India for a round-table conference, the deputation was determined to urge upon the viceroy of India the necessity for such a conference.

If the government of India was unable to give help to the Indians of South Africa, Dr. Abdurrahman declared, they must rouse the self-respect of the people of India who could, and must, force the hands of the Imperial government to get it to cry "halt" to South Africa in regard to its cruel and unjust persecution of the Indians of that country.

FRANCE FACING HER POST-WAR VERDUN, SAYS H. V. KALTENBORN.

"France is today facing her post-war Verdun," said H. V. Kaltenborn, associate editor of The Eagle, while discussing the financial crisis of France during his weekly radio address upon the subject of current finance from Station W O R last night.

"French politics has been in a vicious circle ever since the close of the World War. As soon as a new government was formed it at first began blaming the previous government for all the serious questions that confronted it. Thereafter it began printing more paper money, which caused the taxes and prices to rise. Time and again a new ministry comes in announcing it will resort to more inflation, and each ministry, presented only a shaky majority, does just what it said it would not do."

Island Can Be Savior.

Aristide Briand, at seven different times Premier of France, according to Mr. Kaltenborn, is the only figure in French politics who today can save France from ruin.

"Premier Briand stands today as undoubtedly the man best fitted to step in to front the serious combinations facing France.

"The trouble with the French people is that they are not ready as yet to face the past. The politicians are still living in a fool's paradise, and the sober elements have not yet put aside their petty political differences. The fundamental strength of the French nation is still intact.

"It will depend upon the spirit of the leaders in the new government whether France will have enough courage to join the losers and face the approaching bankruptcy and repudiation with the determination, "They shall not pass," or the republic will meet with ruin."

Discussing the inquiry into the Shenandoah disaster and the Mitchell trial in Washington, Mr. Kaltenborn said that it was being shown clearly by both trials that the United States was far behind in aviation.

"A great deal of good is coming out of these two inquiries," he said. "It is a sad fact to face, but the truth is that we here in this great country of ours are too far behind in all that concerns aviation. It seems ridiculous that the United States, where the airplane was born, where it was first really developed, and where the finest technical mechanism and skill was obtained in all pertaining to the construction of airplanes, should with all these advantages fall that far behind all other nations.

"Congress should wake up and appropriate enough money for commercial aviation in this country."

Commenting on President Coolidge's speech at the recent dinner of the New York Chamber of Commerce he said there were two points which the President should have discussed—the coal situation and the Locarno Treaty.

Mr. Kaltenborn will speak from Station W O R next Monday evening from 8 p.m. to 8.30 p.m.—Brooklyn Daily Eagle.

FEWER BIRTHS IN EIGHT PROVINCES.

May Registrations, Outside Quebec, Were 22.8 Per Cent., 27.5 In 1921.

Ottawa.—In eight out of nine Canadian provinces, the birth rate is declining. The rate last May of the eight provinces outside Quebec, says a statement issued by the Bureau of Statistics today, was 22.8 per 1,000. In May, 1924, it was 24.3. In May, 1921, it was 27.5.

The rates per thousand population for the eight provinces in May, 1925 and 1924, were:

Prince Edward Island	14.2	21.6
Nova Scotia	21.7	23.6
New Brunswick	28.7	30.1
Ontario	23.6	24.3
Manitoba	23.6	23.9
Saskatchewan	24.4	26.3
Alberta	19.8	23.8
British Columbia	16.9	18.3

Figures for Quebec are not available Quebec not being included in the registration area.

"In comparing the figures for May, 1925, with those of the same month of the previous years," says the report, "it should be remembered that for the previous years the reports represent the final figures, while those for 1925 are provisional."

MONUMENTS OF INDIANS.

Anthropology is a formidable name, but an interesting science. Briefly, it may be accepted as meaning the study of man in general. To that study no race has provided a more interesting problem than the North American Indian, whose origin is more or less shrouded in mystery.

Consider, for instance, the totem poles of the Indians of British Columbia. What a relationship exists between these curious monuments to valorous red men and the gaudy banners of the Chinese, or the crude carved obelisks of the Egyptians? Perhaps none, but it is a fact that these totem poles constitute a distinct type of art which has much symmetry of color and design, though first appearances may appear to be to the contrary.

Totem poles are not the vague creations of idle men. They are carefully thought out and executed. records of deeds well done and they provide an open book for those who have the knowledge to read.

Nowhere are finer examples of these totem poles to be found than in some of the Indian Villages on the route of the Canadian National Railways between Jasper and Prince Rupert. At Jasper there is a fine specimen, brought from the Queen Charlotte Islands and erected intact beside the Jasper station. This is one of the show places of northern British Columbia and trains stop to allow passengers to view the poles and it is safe to say that, next to Niagara Falls, this village is almost the most photographed spot in Canada. That in itself tells of the appeal these poles make to the imagination of the tourist. Another proof is the fact that it is almost always impossible to get the train out of the village on time, because there are always some passengers who desire to linger longer with these striking monuments of an ancient race.

Illustrated literature issued by the Canadian National Railways may be had by writing the General Passenger Department at Moncton, N. B. 38-11.

DID YOU EVER STOP TO THINK?

(By E. R. Waite, Secretary, Shawnee Okla., Board of Commerce.)

THAT no town can afford to slacken its efforts to add to prestige already attained.

THAT towns do not stand still. They are either moving forward or backward.

THAT it is easy for a town to move backward.

THAT no town will ever move forward until its citizens make the proper efforts to help it on its way. Co-operation with a definite point in view will do wonders. Now is the time to start the ball rolling.

THAT constructive co-operation will make development more rapid. The sooner a town gets started, the sooner it will view the actual development.

THAT new industries will not find a town unless that town keeps busy in letting the world know of its advantages and resources.

THAT certain fault finders often give the impression that a Board of Trade is an organization for the promotion of its members' business—nothing could be farther from the truth.

Boards of Trade are composed of people from all walks of life and have but one aim; and that is the advancement of the home town's industrial, economic, civic and social life.

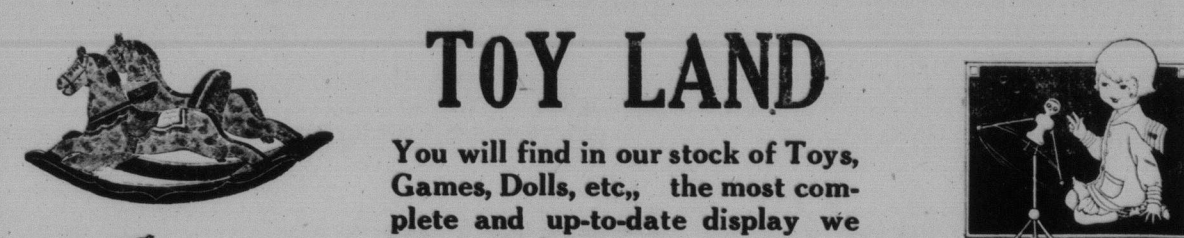
NEW LAMP BURNS 94% AIR

Beats Electric or Gas.

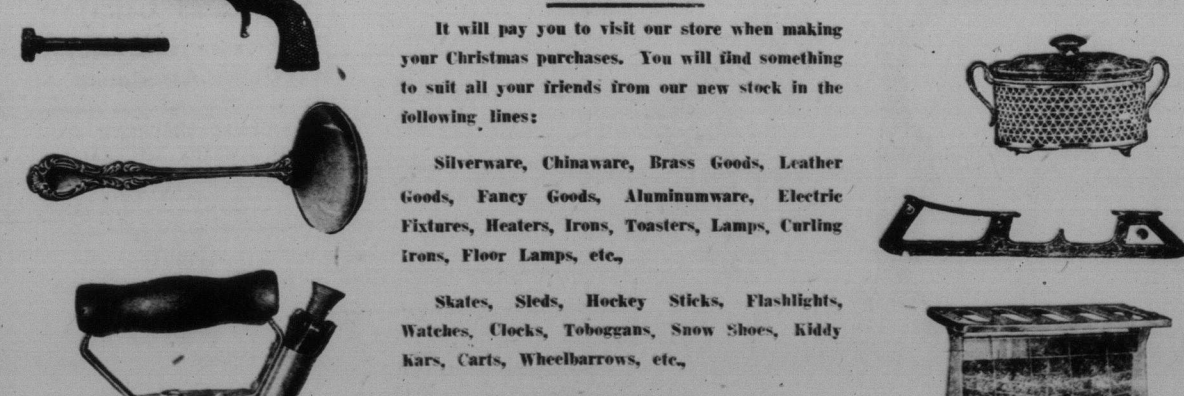
A new oil lamp that gives an amazingly brilliant, soft, white light, even better than gas or electricity, has been tested by the U. S. Government and 35 leading universities and found to be superior to 13 ordinary oil lamps. It burns without odor, smoke or noise—no pumping up, is simple, clean, safe. Burns 94% air and 6% common kerosene (coal oil).

The inventor, J. M. Johnson, 246 Craig St. W., Montreal, is offering to send a lamp on 10 day's FREE trial, or even to give one FREE to the first user in each locality who will help him introduce it. Write him to-day for full particulars. Also ask him to explain how you can get the agency, and without experience or money make \$250 to \$500 per month, 29-111.

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be subjected to shipment to a
labor colony for any period from one
five years. Men accepting work
from them by the Government and
not carrying out their part of the
agreement also are liable to be sent
to the colony. All vagrants or men
who do not properly support their
families will come within the terms
of the proposed law.
The plan provides for rewards to
be committed to a labor colony who
make a genuine effort to reform.
They will not alone be able to earn
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and under one of several settlement
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