

The Weekly Monitor

ESTABLISHED 1872

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WEDNESDAY, DEC. 9TH, 1925

THE AUTO TAX

Efforts being made by the local government to deal with the question of the auto tax do not appear to meet with any unusual degree of approval by car owners. The new regulations, it is true, make some reductions on certain types of the smaller cars, but the tax on larger cars is very much higher.

No governments in this Province have so far dealt in a reasonable and equitable manner with the question, perhaps for the reason that the alleged purpose for which a tax on cars is imposed appears to have been lost sight of or to have gone in the discard. It has always been stated that the tax on autos was for the upkeep of our highways. That is a perfectly equitable stand for the auto traffic is responsible for the greater amount of wear and tear on our roads.

The principle of taxing cars wholly by engine power or by weight is not at all fair, nor is it fair to tax a large car at rate on the supposition that it necessarily does more damage to the roads than a smaller one. The frequency with which a car may be used seems to be entirely lost sight of. It would not be at all unreasonable to tax larger cars higher than smaller cars are taxed even on that basis but in any case there must be some ratio between distance run and road damage. The only fair way it seems to us is to make a reduction of respectable amount on the car tax and impose a tax on gasoline.

The larger cars will pay a fair proportion of taxes over and above flat rate charges for their mileage on gas will be less on a given quantity than in the case of small cars, such as Fords and Chevrolets. With a tax on gasoline some revenue will be derived from tourists who are coming to the Province in increasing numbers. Let the parties who use the roads most contribute most to their upkeep.

to achieve that result. The victory and the reinforcement of their organization will enable them to exercise a growing and more decisive influence upon the policy of the League of Nations.

ONE THING LEADS TO ANOTHER

Manchester Guardian: (The regulation forbidding jay-walking is regarded in Britain as an invasion of the rights of the pedestrian.) You never know how far an encroachment may go when once you let it begin. If we were only suffered to cross the street, like a railway, at certain level crossings, the next thing might be that corners would call level crossings dangerous, and all foot passengers might be required to "cross by the bridge." Eventually the very presence of pedestrians in the streets on any conditions might be condemned as dangerous or provocative to motorists, and persons unprovided for wandering without visible means of continued existence.

MUSSOLINI

Sir Walter Becker, in the London National Review: It is the fashion to continue to describe Mussolini, even now that the first necessarily violent phase of Fascism has been left behind, as a "dictator" connotes arbitrary, harsh, imperious governance, often implying enslavement of the people. It creates a prejudice against him, more especially amongst Britons, who lose no opportunity of emphatically and vociferously declaring their resolve "never to be slaves," and are apt to forget that the Italians are a high spirited race, with glorious traditions, and nothing whatever in common with the serfs of Russia or other peoples of servile mentality. Signor Mussolini's methods had to be disconcerting forcible in the beginning, but he now rules by strength of personality, phenomenal capacity, and the practical unanimous consent, confidence, and admiration of all but doctrinaires and subversives.

Press Comment

A FABULOUS FRANCE.

Paris Mail: The "enrichment" of France since the War is nothing but an idiotic and dangerous legend. France is working harder and paying more taxes than any other people in the world, but she is poor. We have faith in her future, but neither in ten years nor even in twenty will she be able to build up anew her wealth which is still diminished by Germany's default in payments. Why cannot our Allies and Associates see us as we are, and not unable to see us thus, every profitable arrangement will continue to be held up, to the greater injury of the creditor as well as of the debtor.

RUSSIA'S GREAT ARMY

Apparently bolshevism is not the only peril to world peace which has sprung out of the wreck of the great empire of the Russian Czar. The Boston Transcript is very much concerned over the magnitude to which the Red Army has grown since its reorganization last year. This army, according to the Transcript actually numbers 700,000 men; and its budget is 297,000,000 gold rubles. It is composed of ten divisions of cavalry, each formed of four regiments of ten and twelve divisions of special cavalry and all with artillery in proportion. The army is organized to the last degree in every department of military science, and from it have been eliminated all uncertain elements, including the czarist officers who supported the Red revolution from the start. All have been replaced by communists, which is really a technical term, and in point of political and military espionage the Soviet secret service covers the world. Military science is prescribed in the schools, and not fewer than 1,500,000 of the youth of Russia are being brought up to know no other theory of government than that of the Soviet. But this is not the most serious aspect of the Russian military system. Taken with the fact

WORKERS AND THE LEAGUE.

Vienna Arbeiter Zeitung: The organized workers of the Socialist International approved of the creation of the League of Nations. They are however, of the opinion that the League will never fulfill the expectations raised as long as it does not include all nations, with equal rights and equal duties. For this reason, the workers demand that the League shall be universal and truly democratic, and they will endeavor by means of unceasing social conflicts

that the expressed policy of the government is the forcible overthrow of all other governments, it does not appear to outsiders as if this great army existed for purely pacific purposes. The most obvious purpose for which such an army has been created in the carrying out of the Soviet programme, which is "Death to Capital," both at home and in the other nations of the world. Of course the whole economic and governmental system of Russia is based upon unspoken promises, and some day unspoken promises will be disillusioned, but in the meantime peril exists.

"BARKIS A SILLY PUP"

London.—The morals of certain characters in Charles Dickens' famous novel "David Copperfield" presented a warm debate last night at a special meeting of Yarmouth Town Council, held to consider proposals to name several streets after the immortal personalities in Dickens' book. It was suggested that the names Dickens Avenue, Copperfield Avenue, Steerforth Avenue, Peggotty Road, and Barkis Road be given certain Yarmouth highways, but Councillor Jack Salmon, described as "a breezy fish salesman," demanded to know just who Steerforth was, in the same breath he called Barkis "a silly old pup" and "a drunken rascal with a red nose."

Councillor Hill, a dignified old resident of Yarmouth, informed Mr. Salmon he would find out all about Steerforth in "David Copperfield," and added that although Dickens knew his Yarmouth and immortalized it in his book some people in town did not seem to know their Dickens.

A debate followed. Alderman Good said Barkis was not a drunken character, but an honest old carrier. Finally Alderman Frezier said Steerforth was not a desirable character, although he was a friend of David Copperfield. He brought disgrace upon a Yarmouth girl and himself came to a tragic end. Alderman Frezier concluded, therefore, it was not advisable to perpetuate the name, and moved it should not be used. This was carried, but the other names were allowed to stand. The meeting then adjourned, both sides being satisfied that public morals and the memory of Dickens had been properly preserved.

BURGLAR GETS MONEY IN RAIDS

Two Houses Entered in Granville Ferry Through Windows.—Other Articles Missing.

Granville Ferry.—The burglar who attempted to enter the home of Mr. B. Hardy on Sunday morning was apparently no novice. It has been learned since that he made entries that morning into two other homes in the near vicinity.

PAY YOUR LITTLE BILLS.

You may talk about the tariff, and protection and free trade. And party panaceas for oppressing human ills. And "importing trade conditions," and the boom that wheat has made. But the way to stir up business is to pay your little bills. If you owe the grocer twenty, and he owes the butcher ten. And five more to the coal man, and to the ice man five. Your payment of the twenty helps along three business men. And the payments that they make in turn makes other people thrive. Idle money in your pocket doesn't do you any good; Unless your bills are paid up in full, it isn't yours. Just pay up all you're able, as you wish that others would; That's the recipe for hard times that invariably cures. If you pay when you owe others, others still can then pay you; It's the circulating dollar that the pulse of business thrills; So set your money working, then watch what it will do. For the way to stir up business is to pay your little bills. Husbands and clocks do not actually MAKE the world go round, says Tom MacInnis, but they have a way of making you feel it would come to a dead stop without them. Something we would like to see; "Love Laughing at Locksmiths."

TO EXPECTANT MOTHERS

Letter from Mrs. Ayars Tells How Lydia E. Pinkham's Vegetable Compound Helped Her

Spring Valley, Sask.—"I took the Vegetable Compound before my last confinement, when I got to feeling so badly that I could not sleep nights, my back ached so across my hips, and I could hardly do my work during the day. I never had such an easy confinement and this is my sixth baby. I read about Lydia E. Pinkham's Vegetable Compound in the 'Farmer's Telegram' and wrote you for one of your books. We have no druggists in our town, but I saw your medicine in T. Eaton's catalogue. I am a farmer's wife, so have all kinds of work to do inside and outside the house. My baby is a nice healthy girl, who weighed nine pounds at birth. I am feeling fine after putting in a large garden since baby came. (Give it as good as she can be.) Yours is the best medicine for women, and I have told about it and even written to my friends about it. Lydia E. Pinkham's Vegetable Compound is an excellent medicine for expectant mothers, and should be taken during the entire period. It has a general effect to strengthen and tone up the entire system so that it may work in every respect as nature intends. All druggists sell this dependable medicine. Give it a trial. C"

FEDERAL ASSISTANCE

BUILDING ROADWAYS. \$1,330,708 is Dominion Cost of 944 Miles Proposed Construction.

Nine hundred and forty-four miles of highway came under the highways improvement agreement between the Dominion and the provinces during the year ending last March, according to the annual report of the commissioner of highways just made public.

The estimated total cost on the 944 miles is \$3,226,771, of which the Dominion Government gives 40 per cent assistance, or \$1,330,708. The average cost per mile for this work is \$3,518. The types of construction proposed on the total mileage are 593 miles of earth, 336 gravel and 15 tilled macadam.

Since 1918, when the federal aid for highways scheme came into effect, over \$16,000,000 has been spent by the Dominion government to improve methods of maintenance. "The patrol system is steadily growing in favor of administration of highways and their users in every province," states the report.

GUARD CAREFULLY

A mother's strength should be guarded with jealous care. Often when vitality is depleted

Scott's Emulsion nourishing and strength-reviving, is just the help that is needed. Scott's Emulsion has been helping strength-exhausted mothers for more than fifty years. Scott & Bowne, Toronto, Ont. 25-42

CHILD BORN WITH TWO HEADS

A miner's wife at Bedlington Colliery, Northumberland, England, has given birth to a child with two heads, both perfectly formed, says "The Cardiff Times." The eyes, mouth, nose and ears are all similar and in every respect the child's body is normal. The baby has been taken to Fleming Children's Hospital, Newcastle.

BRITAIN WAS TOO PROUD TO DEFAULT.

Editor of Spectator, in N. Y. Address, Explains John Bull's Character.

New York.—A plea for the toleration of John Bull, chronic grumbler, was made before the English-speaking Union today at luncheon in the Hotel Roosevelt, by John St. Lee Strachey, editor of the Spectator.

"John Bull," he said, "loves to talk about the country going to the devil, of how we have got to the end of everything. I beg you not to pay any attention to such talk. The old gentleman is indulging in one of his most cherished luxuries—a good grumble. Don't deprive him of it. That would be like trying to take away a favorite bone from an old dog. "But remember, in spite of all you hear, there is plenty of fight in the old dog yet. In spite of his growling and grumbling, he is preparing for a new epoch of huge activity—mental and moral material. He is not going under. He is going to "turn his peccancy to glorious gain." The war and its trials and losses, and his resolve to pay his debts and maintain his credit have been a splendid tonic. "And here let me say something

Here and There

Wishing farewell and bon voyage to the celebrated writer of the Scarlet Pimpernel, a bouquet of scarlet pimpernel was presented to Baroness Orrey, when she embarked with her husband, Mr. Montagu Barstow, on the S.S. Montclair of the Canadian Pacific line, for England. The presentation was made on behalf of the company by Capt. Geo. Webster and President E. W. Beatty's card was attached. Baroness Orrey came out to Canada to assimilate local colour for a new book, which will be eagerly awaited here.

Motor tourists from the United States brought \$150,000,000 in revenue to Canada in 1925, according to estimates of government officials. This sum is equal to a quarter of the value of the Dominion's wheat crop and approximately the value of the annual mining output of Ontario, Quebec and British Columbia combined. More than 2,900,000 American automobiles, it is estimated, have crossed into Canada this fall. They carried in the neighbourhood of 9,000,000 persons, or a number equal to the total population of Canada.

C. B. Foster, passenger traffic manager of the Canadian Pacific, states that the success of the crop in the West this year will make money more free and is bound to stimulate travel between Canada and the Old Country. To handle the expected increased volume of traffic, his company, he states, will run special trains early in December connecting directly with the company's Atlantic liners, sailing from the winter port of Saint John, N.B. These liners sail on dates that are calculated to get passengers home to any point in the British Isles or the near continent in plenty of time for Christmas.

Taking the North American moose over to Europe with a view to acclimating it in Northern Europe is in part the aim of Heinrich Carl, Count Schimmelmann, one of the largest land owners in Denmark. The Count and Countess were taken to the Cains river district, where they spent three weeks. During this time they walked an average of fifteen miles a day for twenty days, covering three hundred miles on foot, not reckoning the distance they traversed in canoe. They went to the woods of Northern Quebec for another shot at the elusive moose before sailing for home on the Canadian Pacific liner Montclair.

A recent epidemic of motor accidents, five of which occurred in one night, which luckily none of them proved to be fatal, elicited the following editorial comment from the Montreal Star: "That five drivers of automobiles should drive their cars into moving trains within a period of twenty-four hours in Canada would seem to indicate that carelessness is the main cause of accidents. The location of level crossings is either well-known or clearly indicated at a distance that gives even a fast driver ample time to stop. At many such crossings bells automatically ring as trains are approaching. At others, bar gates are let down. Some are open—these almost entirely in the country districts. But despite all safeguards, warnings, signals, and precautions, accidents continue to happen at level crossings with an alarming consistency. In some incidents, indeed, it almost looks as though the drivers were determined to defy all attempts to ensure caution." The paper calls for cancellation of driving license in cases like the above.

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YOUR GROCER HAS IT, CROSBY'S MOLASSES. Train service as it effects Bridgetown: No. 95—From Halifax, arrives 12:20 p.m. No. 98—From Yarmouth, arrives 12:52 p.m. No. 99—From Halifax, Tuesday, Friday and Sunday, arrives 2:35 a.m. No. 100—From Yarmouth, Monday, Wednesday, Saturday, arrives 1:30 a.m.

Counter Check Books, Now is the time to order your counter check books for there are indications that the rate war which has prevailed for months between the various manufacturers is now nearing a finish. When that finish comes the price goes up. Be wise, though said. Order through the Monitor.

GRIPPE! Stop it with Minard's the great preventative. Heat and inhaled. Also rub on throat and chest. MINARD'S "KING OF PAIN" LINIMENT

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W. A. LIVINGSTONE, Barrister & Solicitor, Bank of Nova Scotia Building, ANNAPOLIS ROYAL. Mr. Livingstone, on appointment, will meet clients in Bridgetown, 11-11.

O. S. MILLER, Barrister and Solicitor, Shaftes Building, BRIDGETOWN, N. S. Telephone '6.

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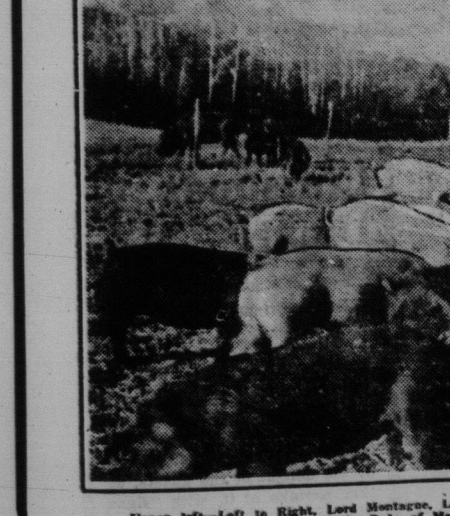
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Prices on Mink, Fox and Raccoon h as it is my invariable custom, I has pers. The following schedule show to you for these furs PROVIDED December 28th. So send me your for Christmas and New Year's.

Table with columns: Fur Type, Price. Includes Mink (Dark, Brown, Red Fox), Raccoon (Heavy, Ordinary), and Red Fox prices.

I have thousands of satisfied shippers. A trial will convince you my returns are best. 389 BARR Halifas.

"It's a Great Life."



Upper left—Lord Montague, son of the Duke of Montagu. Lower left—Lady Rodney and at Cottestown Farm. Lower right—Lady Rodney and at Cottestown Farm. Scions of British nobility are learning farming conditions is meant, practical conditions, where the man on the farm is handled at some time or men born under some of the most famous Britons.

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