

The Weekly Monitor

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WEDNESDAY, NOV. 14th, 1923

ENCOURAGE TOURIST BUSINESS LOCALLY

In another column of The Monitor is to be found an account of how Mr. Wm. Cossaboom solved the tourist problem at Smith's Cove, and many of our readers have visited his hotel and log cabins as well as those owned by A. D. Thomas at Milford some fourteen miles back from Annapolis. In the one case the place is a seaside resort, in the other an inland place of sport and pleasure with a handsome setting of lake and forest. Both these places are wonderfully popular and illustrate what may be done elsewhere along the same lines in our Province of Nova Scotia.

The tourist question will, year by year, attract greater attention, and efforts should be made to at once cope with it, for it is undoubtedly a business which can be made an ever increasing asset to our Province. We may be wrong, but to our mind its solution does not lie in the building of expensive hotels in the various towns, hotels, which, if ever built, would be partially unoccupied for the greater portion of the year. Our best hotels now have a steady custom throughout the year and are not in a position to accommodate many more guests than they now have, nor are they very liable to be extended for visitors who remain here but a few weeks.

Our Summers, while glorious and unexcelled anywhere in the world, are brief and our tourist arrangements must be based in agreement with natural conditions. Americans visiting here prefer places where they can get near to Nature's heart. Of the city and of city ways they can get sufficient when their vacation period is over. Messrs. Cossaboom and Thomas are splendid pioneers in a logical development of the tourist proposition.

What is the matter with the idea being taken up locally with a small hotel on the shores of one of the handsome lakes at Dalhousie, with a few log cabins surrounding it, the number to be added to as occasion requires? This ensures the smallest essential outlay and develops a field which admits of indefinite expansion. It is being recognized by the transportation companies that while last Summer's tourist business was the best in the past ten years, next Summer's is likely to prove better still. The evidence of this opinion is seen in the fact that the Dominion Atlantic Railway propose to add to their train service next Summer by putting the "Bluebonnet" express again in commission, while the Boston and Yarmouth Steamship Company will place in commission the handsome steamer Northland on their route in addition to regular service boats. This steamer has accommodation for fifty automobiles per trip. Thus the transportation companies will do their bit. The government is doing their part by road improvements. It is now up to all who can and are willing to cater otherwise to Summer visitors to do theirs. The local suggestion for

THE APPLE MARKET SITUATION

The following letter written to the Berwick Register contains many valuable suggestions and is here reproduced:
Now that we are in the midst of the apple shipping season, it is a good time to take a survey of the fruit business.

There have been certain extraordinary conditions over which we could have but little control. In the first place, as the result of a very cold Summer, very few of our varieties of apples have been matured to perfection. Our Ribstons, Blenheim and Baldwins are decidedly under size, while practically all varieties lack the perfection of color. In the second place, the scarcity of labor induced our farmers to begin picking entirely too early. Ribstons, Blenheim and Kings should not have been picked before October, yet probably the major portion of the varieties was picked in September, with the result that we have a large quantity of fruit that will not pay the expenses of barrels, picking and packing.

Our Nova Scotia apples have a very strong competitor for the British markets in the box apples, of the Western States. These apples, grown in a warmer climate, come to a perfection of size and color which, under the best conditions, it is difficult for us to equal. These Western box apples are increasing by millions of boxes each year. In order to meet this competitor successfully we must place upon the market the very best fruit that we can produce. We must think less of quantity and more of quality. We must allow our fruit to mature even though occasionally we have a loss by wind and frost. We are told every year at our fruit meetings, by some retired minister, merchant or sea captain, that N. S. apples should be packed in boxes; but in my opinion what we need is to produce a fruit fit to pack in boxes, and such fruit will give satisfactory results in barrels. We can get better colored fruit by thinning the trees, thinning the fruit, and by adopting sod culture.

The habit of rushing the apples into the warehouse as soon as picked is another mistake. We know that with a warehouse cellar filled with fruit at the temperature of 60°, like we had last week, it will be impossible to get it cooled before the fruit is injured. The proper place for picked fruit in October is in the open, covered. In the month of November it should be stored in outbuildings. In the month of December, in the warehouse.

The above conditions have a decided bearing on the final results in marketing our fruit. But to come directly to the question of markets and marketing our fruit, I am not presumptuous enough to attempt to forecast definitely the future.

Shipments have been increasing from week to week, and as a consequence prices have steadily declined. Total shipments from the American continent for the last four weeks are taken in barrels, as follows:
Week ending Sept. 29th, 172,702.
Week ending Oct. 6th, 213,557.
Week ending Oct. 13th, 263,814.
(This in place of 97,338 for a corresponding week last year.)

A total for this year of 638,593 barrels and 676,097 boxes, as against the same date last year, 372,067 barrels and 232,431 boxes.

We are pleased to note that a slight decline as compared with the previous week, being 294,940.
The sales as per the last cable from Manchester, would net as follows:
Blenheim—No. 1, \$2.70; No. 2, \$1.85; Domestic, \$1.50; No. 3, \$1.20.
Kings—No. 1, \$3.09; No. 2, \$2.50; Dom., \$1.50; No. 3, \$1.00.
Some cables say "lacking color," which in my opinion is quite significant.

The world's supply of apples this year is less than last year. The buying power of the people is probably a little better than last year. With the same quality fruit we should have a better tree-run price, but with fruit small in size and lacking in color I must confess that I am not too optimistic in regard to results.

Don't throw away the white part of asparagus stalk. Cut off tops and use the rest for soup stock.
If you wish to remove white-wash from ceiling dissolve one pound of alum in one gallon of strong vinegar. Apply with brush, let soak in well, scrape and wash.

four thousand dollars to the trainmen who operate this system of transportation. The wage of the average trainman is not far short of the average gross income from a hundred acre farm, and from which gross income provision must be made for interest on investment and wages, not for the farmer alone, but for such help as his family is able to provide as well. So long as that condition exists, so long will we have examples such as that presented by \$25 for the producer of a carload of hay and \$51 for delivering it by rail at point of sale.

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Restored to Health By Taking "Fruit-a-lives"

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Mrs. M. J. GORSE, Vancouver, B.C.
50c. a box, 6 for \$2.50, trial size 25c. At dealers or from Fruit-a-lives Limited, Ottawa, Ont.

ANOTHER AID TO NAVIGATION

Direction Finding Station Will Be Established at Yarmouth.

Yarmouth—A valuable aid to navigation making ports along this section of the coast or entering the Bay of Fundy, is soon to be established here. It is a direction finding station. The matter has been under consideration for some time past, and P. L. Hatfield, M.P., for the Yarmouth-Clarke constituency has been most untiring in his efforts to have the station placed in this vicinity. Masters of the steamers using this port are greatly enthused over the fact, and feel that with such a station the great difficulty and anxiety experienced in making this port to all kinds of weather all the year around on practically railway schedule will be greatly eliminated.

The station will be located on the high land on the Eastern side of the entrance to Yarmouth harbor and will have a radius of about four hundred miles, consequently it will not only be of service to the Yarmouth bound mariner alone, but will also prove of great advantage to the master entering the Bay of Fundy, from any angle as he will be able to obtain accurate cross bearings with Bar Harbor, Me., Red Head, near St. John, and also Camperdown, while steamers on leaving Cape Race and bound this way will be able to call the Yarmouth station for a bearing.

Coal? Coal!

We have a good supply of Soft and Hard Coal on Hand.

New Fall Suitings & Overcoatings Just in.

E. L. FISHER

THE QUESTION OF IMMIGRATION

(Kincaid Review)

It is perhaps fatuous and futile to advance arguments against the popular theory that what Canada needs most is immigration. No one would be foolish enough to suggest that it should be discouraged, but why should we go to so much trouble and expense to induce people to come from other countries into Canada? We have not been able to keep our own people here during the past few years, yet Canada is as prosperous as the United States which has had a surplus of immigration and is now restricting immigration. We have indeed many to come here who are to-day dissatisfied and are an offset to our efforts to bring out more. If any come, let them come of their own accord. They will make better settlers than any who may be induced to come by agents or by propaganda. O, but we need increase of population to help pay our taxes, say many. Ask Toronto or Montreal or any other city whether increase of population carries with it decrease in taxation. And it is to our cities the immigrants will go, so long as the disparity continues between wages paid in city and country. We can best reduce taxation by reducing our expenditure, and we shall reduce our expenditure just as soon as we decide to pay our way as we go."

LAME?

Sprained ankles, bruised muscles, and other hurts yield to the healing influence of Minard's.



A LAND WE MAY WELL BE PROUD OF

Chicago Man Going Home to Boost Nova Scotia as Matchless Tourist Country.

Yarmouth—John B. Rankin, who for the past four weeks has been travelling Nova Scotia in the interest of the Automobile Blue Book of Chicago, who was in Yarmouth, has left for Boston en route to Chicago. He has been touring Nova Scotia for the purpose of routing the leading highways of the Province for the next year's edition of the Blue Book and during his travels he covered over two thousand miles, all of which he has mapped and also taken a goodly quantity of descriptive matter, all of which will appear in the 1924 issue. Mr. Rankin, in speaking of his first visit to Nova Scotia, said that Nova Scotians in general, and particularly those closely related to development and progress through tourist travel, have shown a marked interest in the recognition accorded the Province by the Automobile Blue Books. All primary roads, some 2,000 miles of them, have been systematically charted for the edition in 1924 of the National Road Guide. "Nova Scotians have a land they well may be proud of. Speaking from the tourist angle, the Province has practically everything in its favor. Pleasant hospitable people, scenic attractions of widely diversified types, and what is paramount to the touring stranger, good roads. Highway building has reached a noteworthy stage. The Province has earned, and in consequence deserves a substantial boost and the utmost consideration and help of the various travel agencies.

"The outside world should and must add to its knowledge of the famous Yarmouth country, that of the beautiful South Shore, with its woods, bays and inlets, and the splendid hunting regions and inspiring views from Yarmouth to the Margaree and Bras D'Or Lake country of Cape Breton Island. Highways are so well along in development that they will soon turn their attention to routes of lesser importance, opening up new areas for the change seeking tourist, and connecting the natural resources with a substantial network of first-class roads. Significant of this new future movement is the word of Mr. Anand, general Secretary of the Nova Scotia Motor League, that his organization seriously considers adopting a highway numbering system to replace the color bands, for the reason that there is not enough colors to take care of the expanding road situation.

"If the Province was not favored with the adequate reports issued by the Nova Scotia Motor League, Mr. Rankin continued, he would be tempted to enter upon a resume of conditions his recent investigations revealed. However, his optimistic and glowing reports will find their way into the forthcoming edition of Automobile Blue Books. Mileage covering the Province will be given with complete running direction easily followed, maps, points of historic and present day interest, ferry schedules and lists of accommodation.

Every helpful detail will be shown in Blue Book pages to safely guide the stranger from British Columbia, Texas, or California, in fact, from "Everywhere" to Nova Scotia and her Maritime sisters. Further, all data obtained on this recent trip will be used by the Blue Book touring club to help travel in Nova Scotia.

"People will come to your advertised Evangeline country, to the remote fishing and to the waterside for boating, fishing and softening Summer colonies. I am convinced the local residents will do their part in providing accommodation to hold this very worthwhile tourist trade and to see it grow from year to year."
Mr. Rankin said he has but one complaint, it is a personal grievance. At the mercy of Provincial chefs for a month, what, with regular diet and a first experience with juicy moose steaks, he has found his clothing—well—alterations will need to be made to ensure comfort. Nevertheless, count him a bona fide booster. He is planning to keep in touch with Nova Scotia in 1924 to devour as much of our great scenery and refreshing salt air as possible.

NOVA SCOTIA APPLES WON OUT

Captured Six of Seven Prizes Competed For at Imperial Fruit Show.

Kentville—A. E. McMahon, General Manager of the United Fruit Cos. of Nova Scotia, has received telegrams informing him that his company has been very successful at the Imperial Fruit Show now being held in England.

The prizes awarded were three gold medals, the Goodwin Silver Cup, and twenty pounds in gold. These awards were for first in Blenheim and Kings; second in any other variety; special prize in Pomona, Limited, for best Nova Scotia exhibit, and Silver Cup for best entry Scotia Co-operative organization.
This constitutes a remarkable record, as out of seven prizes competed for there were six winners.

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If your last Summer dresses have faded and are unfit to wear for this season, dip them in dye of favorite color and you will be pleased with results.
No vegetable garden is a real success if it fails to provide more than enough food for the Summer months. There ought to be a generous surplus for Winter and especially to go into cans. Now is the season for planting the beets and carrots to be kept for Winter, as well as for a Fall supply. While these vegetables may be allowed to grow until mature and then be stored in the cellar, they are much more delicious if harvested when small and canned.

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No. 95—From Halifax, arrives 12:27 p.m.
No. 98—From Yarmouth, arrives 1:05 p.m.
No. 99—From Halifax, Tuesday, Friday and Sunday, arrives 2:35 a.m.
No. 100—From Yarmouth, Monday, Wednesday, Saturday, arrives 1:15 a.m.
No. 96—From Annapolis, 6:25.
No. 97—From Halifax, 8:43

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