

THE ACADIAN.

WOLFVILLE, N. S., DEC. 16, 1910.

A Startling Story.

Toronto Globe.—It is a startling story that comes from Ottawa in the form of a report on recruiting for Canada's naval service. Of the young men in Nova Scotia and British Columbia—fine luscious fellows in appearance—who wished to join the naval service seventy-five per cent. failed to pass medical inspection. In most cases rejection was due to cigarette heart or moving-picture eye. The cigarette heart is something with which medical men and all interested in the athletic training of the youth of the country are familiar. Nicotine poisoning, and especially the variety of nicotine poisoning following the use of cigarettes, is steadily on the increase. In every factory, store and office one may see lads with the tell-tale yellow stains on the first two fingers of the right hand. Not for them are Marathon triumphs, the fierce joy of Rugby championship game, or a place in the Henley eight. The stains on the fingers are but the outward signs of the havoc wrought by the cigarette habit. It is a fact that a few days ago it was suggested in the House of Commons that a bill to prohibit the use of cigarettes was almost as necessary as one to forbid the smoking of opium.

The moving-picture eye is a new peril of civilization. The effect upon the sensitive nerves of the eye of prolonged attendance at moving-picture shows must be very great. Many people say that they have a headache after keeping the eyes fixed for a time on the constantly changing points of light that produce a moving picture, but the headache, like the tobacco stain on the fingers, seems to be only evidence of more serious trouble. The moving-picture eye must be a rather dangerous thing when it leads to the rejection of otherwise healthy young fellows who want to serve in the navy.

Weather Record.

OCTOBER WEATHER.
Max. Temp. 78.2 Oct. 6
Min. " 28.5 " 22
Max. Barom. 30.498 " 3
Min. " 29.197 " 26
Total Precip. 4.10 inches.
Precipitation on Oct. 1, 2, 6, 7, 8, 9, 10, 12, 14, 16, 17, 20, 21, 23, 26, 27, 28, 29, 30, 31—20 days.
Max. Precip. 1.03 Oct. 26
Aurora—Oct. 3, 8, 10, 12.

NOVEMBER WEATHER.
Max. Temp. 61.7 Nov. 5
Min. " 22.5 " 22
Max. Barom. 30.445 " 2
Min. " 29.197 " 16
Total Precip. 3.81 inches.
Precipitation on Nov. 3, 5, 6, 7, 8, 9, 10, 11, 12, 14, 15, 16, 17, 18, 19, 20, 26, 27, 28, 29, 30.
" Snow.
" Hall.
Total snow—10 inches.
8 inches of this melted on reaching ground. 0.1 inch of melted snow estimated as a inch of snow.
Aurora—Nov. 20.

The Montreal Witness of Saturday is a magnificent number—comprehensive and dignified, as becomes the paper's golden jubilee. It gives a picture of the growth of Montreal and of the whole country, which is well worth careful study, and the paper is interesting in all the multifarious phases of this gigantic edition. The witness is to be congratulated on what it is able to do, as manifested in its half million souvenir edition in commemoration of fifty years of growth and usefulness.

The province of New Brunswick, from the standpoint of the Government, has had a prosperous year. The territorial revenue was \$90,000 greater than that of 1909. It is chiefly derived from the crown lands. For example, the stumpage paid on lumber cut on crown lands amounted to \$350,000, compared with \$246,724.77 last year. The receipts from the game and fishing licenses amounted to \$44,000 compared with \$33,000 last year, and there was also an increase in the revenue from mining leases.

The death of Rev. Robert Murray, for over half a century editor of the Presbyterian Witness, will be heard with regret. The deceased gentleman was one of the most devoted workers in the Presbyterian Church and his able articles in the Witness were always read with great interest. In the field of religious journalism the Rev. Gentleman was considered one of the best in Canada.

The population of the United States is 93,000,000. This is the total number of people enumerated throughout the states, territories, district of Columbia, Alaska, Hawaii and Porto Rico in the thirteenth census, which began April 15, 1910. The total does not include the Philippine Islands.

At the Conservative Convention held in Kentville on Thursday last, Mr. B. C. Parker was nominated to contest the County in the interests of that party at the coming provincial election. No other nomination was made.

During the year the proportion of foreigners in Canadian penalitaries has increased from 14 per cent. to 25 per cent., which shows how rapidly the foreign population is increasing, and what masses of people may be there ere long.

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The Reviewer.

THE INTERCOLONIAL.
The owners of the Canadian Northern railway system express themselves as believing that the Intercolonial Railway should belong to them; that it would enable them to carry their transcontinental line to a winter port. At present they only have Montreal and Quebec as shipping terminals. Their western lines are extending more and more. They are carrying trade to the lakes in growing enormity, and it is necessary for them to soon have an eastern extension, whether they build it or buy it.

It would not be out of accord with the railway policy of our Ottawa government if the Intercolonial were put up for sale. Not only the Minister of Railways but the Premier himself have expressed their hostility towards Government ownership of railways and have asserted that the means of regulation in the Railway Commission is all the protection that the public requires.

There is a flavor about this statement that sounds reactionary. The statement does not sound well from the mouths of Liberal Ministers. Certainly they do not express the ideas of the Liberal party through the Intercolonial. The Liberal party through the Intercolonial is the democratic spirit shown by the Liberals in their Platform of 1893.

The whole tendency of modern Progressives is to take public utilities out of the hands of exploiting corporations, and to put them under the control of the people whose interests they serve. It has been proved that public service corporations are not particularly about public rights. The very establishment of the railway commission is an admission of this fact, and, but at least, it is a half measure only.

The federal government had the chance of making the Intercolonial a prosperous and a profitable line of railway. At comparatively small cost it could have been extended to the lakes, and then could have secured its share of the grain trade which is the sheet anchor of all Canadian railways. The government demurred, and neglected the great chance of putting the road on a stable basis. The Intercolonial remains a local line, running from seaport to seaport, tapping no part of the country where freight originates.

But even this apparently was not enough. The Government is building the Transcontinental line from Winnipeg to Moncton, a line which will cost \$200,000,000 of public money, and which, when completed, will be handed over to the Grand Trunk Pacific. If it cares to take it. And from Montreal east this new line will be a competitor of the Intercolonial and still further divide the local traffic.

It looks as if the Government were deliberately trying to injure the Intercolonial so that it might be handed over to one of the big companies which has a western connection. What once the people of the maritime provinces become convinced that the Government is seeking to dispose of the Intercolonial railway there will be something doing. No greater breach of the Confederation compact can be enacted by the Government, than in handing over the people's line to a private company. Suppose there is a deficit annually, and suppose the west is anxious to get rid of an annual deficit. The western provinces helped to build the Canadian Pacific for the west. The eastern provinces helped to build the Canal system of the west, and why should it be considered detrimental to the interest of Canada, as a whole, to hold on to the Intercolonial. The only reason given, and only one the Government seems to consider, is that the government owing utility, is too expensive for the west to help own.

When any Government hands over this great antidote to the greed of one of the great railway corporations of Canada, there will be a civil war in the maritime province. The Confederation compact must prevent such an outrage, and we are looking to our Liberal members to so protect the Intercolonial by extending her mileage to the Great Lakes.

We want more government owned railways, and less railway owned governments.
Mayor Harvey in Halifax.
The Halifax Herald of Wednesday has the following: Mayor T. L. Harvey, of Wolfville, is in Halifax. Mr. Harvey says the people of Wolfville have voted \$10,000 to improve the streets of the town. The main street will be macadamized in the spring, and as much work done as the \$10,000 will allow. The machinery outfit will require about \$4,000, leaving \$6,000 for improvements. The town will go on from year to year with its plant, making further improvements each season till the whole town with its twelve miles of streets is macadamized.

Wolfville has sewerage, electric light, and what Mayor Harvey thinks is the best water service in the country. It has its source on the South Mountains. The failure of the fruit and potato crop will entail business to a certain extent, but troubles of that kind will never be passed and another year will likely give a bumper yield. One thing shows business is better by truck roads. They should all be macadamized and state labor should be used. Only a favor is what the Mayor called state labor.

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What do You Think of it?

In a recent number of a religious paper, I read from the pen of a well-known clergyman, "Children are credulous and accept without hesitation the whole gospel story. They are more accessible than adults. They will soon be beyond our reach and power, what we do must do quickly or wake up and find another generation is lost to the church and to God."

Has such a minister no sense of the ridiculous? No idea of shame? The above quotation needs little comment and would not even merit attention, did not similar statements appear continually in the religious press and from the pulpit. I read yesterday in a private letter from a Baptist clergyman as follows: "The Church is at a standstill. The rich dread what may happen and the poor dread what is already happening." He also writes, that rich and poor, old and young, male and female, black and white, good and bad, native and foreign, are all indifferent to spiritual things and care not what you may believe. Why cannot clergymen be mechanicians, and when the church comes to a standstill take of their coats and find out what is the matter with the machinery instead of exhorting and finally condemning innocent spectators? Let me respectfully suggest that the questions I have given would indicate that Christian ministers are trying to run a touring car with an engine which by their own confession is fit only for a baby carriage. B. L. Z. Bab. Dec. 10th, 1910.

December Horticulture.

Fruit growers will find much to interest them in the December issue of The Canadian Horticulturist of Peterborough, Ont. Reports and illustrations are given of the first Canadian National Apple Show, the Ontario Horticultural Exhibition and the New Brunswick Apple Show. The important subjects discussed at the recent convention of the Ontario Fruit Growers' Association are reviewed in this number. "Cover Crops in the Orchard," is dealt with in an interesting and practical article by Prof. Blair of Macdonald College, Que. The bright prospects ahead of the apple growing industry in Canada is dealt with in an article by G. H. Vroom, of Middleton, N. B. Other articles of practical interest to apple growers and fruit men generally appear in this number.

"Rose Growing a delightful occupation," is the subject of an article that will prove of interest to every lover of flowers. The writer is an enthusiastic horticulturist who has several hundred different varieties of roses in his garden in Toronto. The article gives cultural directions and a list of recommended varieties. "Essents that Attack Vegetables," is an article that will interest every person who owns a vegetable garden. The issue throughout is well illustrated. The most recent illustration shows a great view of the main building of the Canadian National Apple Show at Vancouver. B. C. Persons desiring to secure a copy of this number may obtain the same by writing to the publishers.

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