

SHOTS FIRED AT THE OFFICERS

While Searching For Liquor Near George's River, C. B.

SYDNEY.—That the lawless element engaged in the liquor business in Cape Breton has not been awed in the least by the burst of public indignation followed by the shooting of Inspector William Theobald was strikingly demonstrated when inspectors William Lamond and Sam Macenzie were fired on from a bush near George's River, as they approached the place they suspected a still was hidden. As the officers approached, two shots were fired from the bushes. Instead of retreating the officers broke into a run toward their objective. Two men immediately broke cover and ran away but in the falling light the inspectors were unable to find them. They think they recognized one of the fellows and the case will be investigated further. In the suspected spot two large stills were found together with four 30 gallon casks of home brew and a large quantity of mash. The mash and brew were destroyed and the stills brought to Sydney. A man named Jesso, on whose property the still was located, was arrested and brought to jail. It is not believed that he is the man who did the shooting.

STARTLING SHIPPING EVIDENCE

Rates are made behind closed doors in New York every month.

TRANSPORTATION "CURSE"

W. H. Chase Gives Outspoken Testimony Before Federal Committee. Ottawa.—"The greatest curse of transportation is simply this, shipping rates are made in New York on the first Thursday in every month behind closed doors." This testimony was given by W. H. Chase, of the Nova Scotia Shipping Association, before the special House of Commons committee on agricultural conditions. "Do the Canadian lines belong to the conference?" asked Chairman McMaster. "All," was the reply, "not excluding the Canadian Government Merchant Marine." Mr. Chase went on to explain the reduction of trans-Atlantic rates on staples from the early post-war figure of \$5.00 per barrel down to 75 cents to a dollar at present. The pre-war rate was 60 cents per barrel, and Mr. Chase expressed the view that ocean rates today should be on practically a pre-war basis. Mr. McMaster stated that transportation witnesses had said that the rate was cut because the Nova Scotia apple shippers had asked for it. Mr. Chase explained that he had got a tramp steamer at 75 cents a barrel before he asked the North Atlantic Conference to come below \$1.25. These conferences had come down to \$1.00 and the apple dealers had some on chartering tramp steamers. "We got a ship from London Smith and Company, of New York, at 75 cents," he added. "They are outside the conference, and *Kleford, and Black, through whom we chartered the vessel, were told by a member of the conference that if they continued to act as agent for Rordon Smith, they would not do more business from the conference." "It was not pure benevolence then, that reduction," commented Chairman McMaster. W. Elliott, of Waterloo South, inquired as to the cost of apples in Montreal. "As far as we are concerned," was the reply of the witness, "we simply use Montreal as a dumping ground for number threes, when the market is so bad we cannot sell them." The grower got \$2.50 per barrel, he said, and they were sold to Montreal at 75 cents, the Montreal dealer paying the freight. For number one and number two, he added, the grower got \$3.00. The price in England this year varied from \$1.50 to \$3.00. He quoted the cost of growing the apples at \$1.00 per barrel; 20 cents for picking; the barrel itself 50 cents. "Increased severity" on the part of the occupation authorities in Bochum, which town he describes as like a dead city.

Railway News

Vancouver.—Three hours after the Queen of the Pacific, Empress of Canada, Capt. A. L. Halley, had made a great landing at C. P. Pier A, section 2, a long train with her valuable silk cargo rolled out of the yards on its way to eastern points. The magnificent ship was tied up about 4 p.m. and a battalion of stevedores got all the silk in the cars and out of the yards at 7 p.m., 24 hours ahead of a similar cargo on board the President Madison, which left Yokohama the same day as the Empress of Canada.

Montreal.—Calls at Belfast on both the eastbound and westbound trips of Canadian Pacific liners sailing between Montreal and Glasgow, instead of only on the westbound trips as at present, and more extensive use of Southampton as a port of call for passenger traffic, are innovations planned by the Canadian Pacific Steamships, Limited, for the 1923 season. The calls at Belfast on eastbound trips are an innovation of a new passenger service from Canada to Ireland. This service will be maintained by the steamships Metagama, Marlboro and Maroch, and will commence with the sailing of the Metagama from Montreal, bound for Belfast and Glasgow, on May 3. This will be the first Canadian Pacific sailing from this port in 1923.

Winnipeg.—With the completion of the Canadian Pacific Railway line from Acme to Drumheller, Alta., last month, five new mines were put into operation along this line, according to Charles Murphy, general manager of western lines. The coal mined is of excellent quality for domestic use and should remove any danger of coal shortages in the west this winter, Mr. Murphy states. Evidently the farmers of the district are not contented with the fuel problem, for Mr. Murphy, while travelling through the district, noticed farmers filling their wagons with coal dug up with shovels.

Lethbridge.—Jurisdiction of the Lethbridge division, Alberta district, Canadian Pacific Railway, was extended far inside the western borders of Saskatchewan when the Lethbridge operating department of the railway took over on December 11 the operation of the newly constructed portion of the Lethbridge-Weyburn line. The Lethbridge division now extends to the town of Shaunavon, Sask., half way between Lethbridge and Weyburn, 122 miles east of Shaunavon, which has been the end of the steel on the west, and the territory of the Lethbridge division now covers 725 miles of line from Crow's Nest to Shaunavon and from Calgary to the border.

Owen Sound.—Joseph Lee, section foreman on the C. P. R. at Dundalk for seven or eight years, has been appointed section foreman at Orangeville and has moved to that town. Just before his departure from Dundalk Mr. Lee received a cheque for \$25.00 from the C. P. R., representing the amount of the prize offered by the Company to the Superintendent having the best kept section on the Bruce division. Six years ago Mr. Lee was the winner of the Roadmaster's prize.

Ottawa.—Ottawa loses a popular citizen and an able railwayman in Mr. P. P. Tinker, district freight agent for the Canadian Pacific Railway for several years, who has just purchased a prominent position in the year Mr. Tinker takes up the position of district freight agent for the Canadian Pacific and associated lines in Detroit. This time includes the Canadian Pacific Steamship Co., the Minneapolis, St. Paul and Sault Ste. Marie Railway, the Duluth South Shore and Atlantic Railway and the Spokane International Railway.

Mr. Tinker came to Ottawa on December 1st, 1916, from St. John, N.B. He started railway work on the old New Brunswick Railway on Oct. 7th, 1887, and was taken over by the C.P.R. when the company purchased the road and has been with the company ever since. Mr. C. S. Morse, of Toronto, a well known C.P.R. man, has been transferred to Ottawa to take over Mr. Tinker's duties. Mr. Morse arrived in Ottawa on December 26th.

Chatham, Ont.—"Speed-mania" has again broken loose in the city and unless some strong steps are taken to eliminate this craze it will gain a strong foothold in the city, declared Chief of Police Groves. A complaint was laid to the police by the C. P. R. to the effect that an automobile going south on William St. at a considerable rate of speed struck one of the north-side gates which had just been lowered for an oncoming train and completely smashed it. The tower-man, realizing that one of the south gates was liable to be similarly treated by the speeding motorist, raised these gates at considerable speed, being just quick enough to make a passage for the speeding motorist. The number of the car was secured by one of the local section crew and turned over to the police. "The driver of the car will be charged with reckless driving," stated the Chief. "It is high time that we take decisive steps to prevent any accidents which can be directly traceable to reckless driving."

ABBIES DEFEATED WINDSOR FOUR TO THREE The Game Was Fast and Witnessed By a Large Crowd. Charlottetown.—The Abegweit, champions of the N. B. and P. E. I. Amateur Hockey League, won the Maritime championship for the second time by defeating the Windsor team, the hitherto undefeated champions of the Nova Scotia league, in a hard, fast, close and clean game, by the score of 4 to 3.

LABRADOR "GOLD RUSH"

611 Gold Miners Here Showing Interest in Expedition.

MANY WANT TO JOIN

Alleged Traces of Gold Reported by Men From North. Glace Bay is showing keen interest in the Labrador gold rush; in fact the gold fever runs exceedingly high in some quarters. That there will be a large number of men leave Glace Bay this Spring for Stag Bay, Labrador, seems pretty certain. Several old gold miners in Glace Bay, among them men of the famous Klondike rush, are making plans to accompany the first expedition to Labrador. Complaints that there is not an office or information bureau in Glace Bay are heard on all sides. Many of these men are willing to take jobs with the company promoting the expedition but are at loss for want of sufficient information.

Capt. Horscott, marine superintendent of the Labrador Gold Company, is at present at Sydney and has announced that the first steamer to leave for Labrador will be the Petrol now outfitting at Halifax. The Petrol will first carry a number of officials and employees to Stag Bay and then return later for supplies and additional men. Alleged Traces of Gold A Gazette reporter was in conversation with a former Ontario gold miner who some years ago worked in the new famous Tompkins fields near where the Hodlinger mine is located. While working at one of the gold mines there he made the acquaintance of two miners who had been in Labrador. These men stated that it was a likely place for gold and according to their story they found traces of the precious metal. Glace Bay Gazette.

Here and There

Gold production in Canada in 1922 passed the million ounce mark for the first time since 1902. Public works to be undertaken in Vancouver this year will cost in the neighborhood of \$10,000,000, of which \$3,000,000 will be spent by the Canadian Pacific Railway on pier construction. The Canadian Pacific steamship Montcalm carried 900 emigrants for Canada on her last voyage from Liverpool, Vancouver, which will cost approximately \$2,000,000 to complete. The new elevator will have a storage capacity of 1,500,000 bushels. Work was commenced last week on the new elevator at the Ballantyne pier, Vancouver, which will cost approximately \$2,000,000 to complete. The new elevator will have a storage capacity of 1,500,000 bushels. Three thousand seven hundred licensed grain elevators in Manitoba, Saskatchewan, and Alberta have a total storage capacity of over 100,000,000 bushels. Ontario, Quebec and Maritime provinces have storage elevators with capacity up to \$3,150,000 bushels. The first lodges of Free and Accepted Masons in the history of the Merchant Marine World, was recently organized on the Canadian Pacific liner Empress of France, when cruising the Mediterranean Sea with a party of 800 Canadian and United States tourists. Four thousand seven hundred and eighty-four cars of last season's fruit crop have been shipped out of the Okanagan district of British Columbia up to February 14th, according to a statement made to the Vancouver Board of Trade recently by P. W. Peters, general superintendent of the Canadian Pacific Railway, B.C. division. Sault Ste. Marie.—The new downtown hotel and telegraph office of the Canadian Pacific Railway and the Dominion Express Company at the corner of Queen and McDougall streets, in the building formerly occupied by the Public Utilities Commission, is one of the finest in the province. There are some larger offices in the larger cities, but none that are better equipped.

Herald Binal, divisional engineer for the Canadian Pacific Railway, who has been located at Vancouver for the past thirteen years, and F. W. Alexander, divisional engineer for Alberta at Calgary, have exchanged posts, it being the company's policy to develop its engineers by giving them experience with the varying conditions in different parts of the Dominion. A number of western interests have combined and chartered the Canadian Pacific steamship Petrol, and the vessel will sail from Montreal on August 1st for Fort Churchill, for the purpose of proving to the satisfaction of the interested parties whether or not conditions of navigation to and from Hudson's Bay can be made a commercial success. Between three and four hundred passengers from the west will make the trip. J. S. Brown, president of the Brown Fruit Company of Edmonton, Alta., returned on the Metacama last week from a three months' visit to Europe. He was present in Germany when the French invaded the Ruhr, and he said that the feeling was very bitter between the two races. On the other hand, a Canadian, American or Britisher was given a cordial welcome; this being largely due to a speech in which Lloyd George advocated a compromise. Travel in Germany, he said, was surprisingly cheap, he having made one trip of nearly 15,000 miles for the sum of fifty cents in Canadian currency.

When the Canadian Pacific steamship Metacama, which left St. John's on March 1st for Glasgow, reaches her destination, Captain G. B. Evans, O.B.E., her commander, will have completed his last voyage in command of the vessel. Captain Evans, who is the oldest and one of the most highly esteemed commanders in the service of the Canadian Pacific Steamships, Limited, is retiring after a career at sea of 45 years, during which time he crossed the Atlantic in command 578 times, and conveyed 247,927 passengers, of whom 71,000 were Canadian and American troops. He was in command of the Missanaible when this ship was sunk by the Germans in 1918, and he will be remembered by many passengers as the captain of the Minnedosa, the Montcalm or the Empress of Scotland.

Take It Now!

There is no logical reason why anyone should hesitate to take cod-liver oil. This energizing food has been an important factor in the health record of thousands.

Scott's Emulsion is the easy and effective way to take pure vitamin-bearing cod-liver oil. It is surprising how many take it to help build up body and strength.

NEW BANK FOR BRIDGEWATER

Tablet Unveiled to Members of Staff Who Served in War at Opening of Bank of Commerce. Bridgewater, N. S.—The Canadian Bank of Commerce, the last of the three local banks to provide their own office buildings, opened their new building in a unique manner by the unveiling of a tablet in memory of the members of the local staff who served in the Great War. Rev. (Capt.) Baines opened with prayer. C. N. Roop, local manager, acted as chairman, and in a neat speech outlined the policy of the institution in regard to the placing of these standard and artistic tablets in the various branches, also of the furnishing of the branches with a bound volume containing the war records of its enlisted members.

WASTE BASKET STUFF

By one mail this week we received seven columns of matter for free publication in the Advocate. There was a half column boosting a steamship line, two columns pleading the cause of France as against Germany, two columns and a half of propaganda for church union, three quarters of a column regarding canned food stuffs, a quarter column about the Red Cross and a column furthering the interests of a great financial institution. It seems too bad that these people went to the expense of paying writers to write this stuff, paying printers to print it, paying the government for postage and then lose all its effects because they did not make any provision for paying the newspaper man to publish it. Sometime it may dawn on propagandists that newspaper space costs money and must be paid for if it is to be obtained.—Picton Advocate. There is scarcely a paper in Canada but every week receives enough propaganda and free publicity stuff to fill it full to the exclusion of everything else if published. It is just as logical to argue for the continuation of this as to argue that persons should go into a grocery

Here and There

Gold production in Canada in 1922 passed the million ounce mark for the first time since 1902. Public works to be undertaken in Vancouver this year will cost in the neighborhood of \$10,000,000, of which \$3,000,000 will be spent by the Canadian Pacific Railway on pier construction. The Canadian Pacific steamship Montcalm carried 900 emigrants for Canada on her last voyage from Liverpool, Vancouver, which will cost approximately \$2,000,000 to complete. The new elevator will have a storage capacity of 1,500,000 bushels. Work was commenced last week on the new elevator at the Ballantyne pier, Vancouver, which will cost approximately \$2,000,000 to complete. The new elevator will have a storage capacity of 1,500,000 bushels. Three thousand seven hundred licensed grain elevators in Manitoba, Saskatchewan, and Alberta have a total storage capacity of over 100,000,000 bushels. Ontario, Quebec and Maritime provinces have storage elevators with capacity up to \$3,150,000 bushels. The first lodges of Free and Accepted Masons in the history of the Merchant Marine World, was recently organized on the Canadian Pacific liner Empress of France, when cruising the Mediterranean Sea with a party of 800 Canadian and United States tourists. Four thousand seven hundred and eighty-four cars of last season's fruit crop have been shipped out of the Okanagan district of British Columbia up to February 14th, according to a statement made to the Vancouver Board of Trade recently by P. W. Peters, general superintendent of the Canadian Pacific Railway, B.C. division. Sault Ste. Marie.—The new downtown hotel and telegraph office of the Canadian Pacific Railway and the Dominion Express Company at the corner of Queen and McDougall streets, in the building formerly occupied by the Public Utilities Commission, is one of the finest in the province. There are some larger offices in the larger cities, but none that are better equipped.

Herald Binal, divisional engineer for the Canadian Pacific Railway, who has been located at Vancouver for the past thirteen years, and F. W. Alexander, divisional engineer for Alberta at Calgary, have exchanged posts, it being the company's policy to develop its engineers by giving them experience with the varying conditions in different parts of the Dominion. A number of western interests have combined and chartered the Canadian Pacific steamship Petrol, and the vessel will sail from Montreal on August 1st for Fort Churchill, for the purpose of proving to the satisfaction of the interested parties whether or not conditions of navigation to and from Hudson's Bay can be made a commercial success. Between three and four hundred passengers from the west will make the trip. J. S. Brown, president of the Brown Fruit Company of Edmonton, Alta., returned on the Metacama last week from a three months' visit to Europe. He was present in Germany when the French invaded the Ruhr, and he said that the feeling was very bitter between the two races. On the other hand, a Canadian, American or Britisher was given a cordial welcome; this being largely due to a speech in which Lloyd George advocated a compromise. Travel in Germany, he said, was surprisingly cheap, he having made one trip of nearly 15,000 miles for the sum of fifty cents in Canadian currency.

When the Canadian Pacific steamship Metacama, which left St. John's on March 1st for Glasgow, reaches her destination, Captain G. B. Evans, O.B.E., her commander, will have completed his last voyage in command of the vessel. Captain Evans, who is the oldest and one of the most highly esteemed commanders in the service of the Canadian Pacific Steamships, Limited, is retiring after a career at sea of 45 years, during which time he crossed the Atlantic in command 578 times, and conveyed 247,927 passengers, of whom 71,000 were Canadian and American troops. He was in command of the Missanaible when this ship was sunk by the Germans in 1918, and he will be remembered by many passengers as the captain of the Minnedosa, the Montcalm or the Empress of Scotland.

By one mail this week we received seven columns of matter for free publication in the Advocate. There was a half column boosting a steamship line, two columns pleading the cause of France as against Germany, two columns and a half of propaganda for church union, three quarters of a column regarding canned food stuffs, a quarter column about the Red Cross and a column furthering the interests of a great financial institution. It seems too bad that these people went to the expense of paying writers to write this stuff, paying printers to print it, paying the government for postage and then lose all its effects because they did not make any provision for paying the newspaper man to publish it. Sometime it may dawn on propagandists that newspaper space costs money and must be paid for if it is to be obtained.—Picton Advocate. There is scarcely a paper in Canada but every week receives enough propaganda and free publicity stuff to fill it full to the exclusion of everything else if published. It is just as logical to argue for the continuation of this as to argue that persons should go into a grocery

store, fill their pockets with fruit or candy, or take needles, cloth, or any other article from a dry goods store, on the ground that the owner of the store must get rid of the goods anyway.—(Ed. Monitor.)

ASPIRIN

UNLESS you see the name "Bayer" on tablets, you are not getting Aspirin at all

Genuine



Accept only an "unbroken package" of "Bayer Tablets of Aspirin," which contains directions and dose worked out by physicians during 22 years and proved safe by millions for

Colds	Headache	Rheumatism
Toothache	Neuralgia	Neuritis
Earache	Lumbago	Pain, Pain

Handy "Bayer" boxes of 12 tablets—Also bottles of 24 and 100—Druggists. Aspirin is the trade mark (registered in Canada) of Bayer Manufacture of Mono-acetylsalicylic acid. While it is well known that Aspirin means Bayer Manufacture, to assist the public against imitations, the Tablets of Bayer Company will be stamped with their general trade mark, the "Bayer Cross."

Spring Styles for Easter

The average person, when buying shoes, demands three things, namely:

Style, Value and Comfort

You can get them at

LLOYD'S SHOE STORE

Every size and different widths in ALL THE LATEST STYLE SHOES, for Men and Women, in Patent and Combinations; Oxfords, one or two strap button or buckle effects, and

MEN'S CALF OXFORDS are carried in stock.

Lloyd's Shoe Store

SHOE DISTRIBUTING CENTRE

BETTER PREPARED

than ever to serve you in the line of Building Material the coming season. In our new Warehouse on Church St. we will carry a full line of everything used in the construction of buildings, including

CEMENT	LUMBER	LATHS
DOORS	SAFETY	MOULDINGS
GUTTERS	SHEDDING	AND ALL KINDS BUILDING FINISH.

Our Stock is Always on Hand and Prices Right

J. H. REED & SONS

Queen St. BRIDGETOWN, N. S.

Now that we have finished apple packing for the season, our customers requiring Flour and Feed will come for these Thursday and Saturday afternoons

BANNER FRUIT COMPANY

Bridgetown, N. S.

BUTTER = MAKERS

get your

Butter Wrappers

either Plain, Printed

'Choice Dairy'

with your name

Address Added

or not, just as you prefer

Good Stock and Moderate Prices

—AT—

THE "MONITOR" OFFICE

Bridgetown, N.S.: Nova Scotia

ONE
or
ROYAL
appointment,
setown.
ER
fictor.
ut.
N. S.
ie Securities
ORSE
otary Public
rst-class
GENT
N. S.
Building.
EN
olictors
L. N. S.
dition—open
m 2.45 p.m.
ry Thursday
in.
al Estate.
RI'ALD
N. S.
N. S.
ED
d Emballer.
els, etc. All
prompt at-
to all parts of
and show-room
ing in rear of
s. Telephone
SIMS
and Surgery
a Specialty.
ral College.
liege.
ota Veterinary
N. S.
—23-24
RANDOLPH
d Emballer.
ven day or night
WN, N. S.
PHONE 4-3.
ID WAREY
S. (Glasgow)
RGEON.
ven to the treat
Foorthen.
S—10 a.m. to 1
by appointment
beck, Granville St.
NN, N. S.
METABLE
It effects Bridge-
max, arrives 12.27
Farmouth, arrives
max, Tuesday, Fri-
arrives 2.25 a.m.
Farmouth, Monday,
day, arrives 1.45
S EDUCATION
tra-avaricious Jew,
retiring and
close of his friends
magogue announce
intention to go to
all, they told him
to make money
lightwads and he
was not going with
making any money
education."
go to wealth for
ory, the other per