

The Weekly Monitor

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FRANK H. BEATTIE, SOLE EDITOR AND MANAGER

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WEDNESDAY, MARCH 7th, 1923

C. N. R. EASTERN DIVISION SHOULD END AT MONTREAL

The meeting last Friday in Amherst of representatives of the Maritime Boards of Trade and the local governments of Nova Scotia and New Brunswick shows a well defined disposition on the part of these Provinces to stand up for their rights in the matter of Divisions made in the Canadian National Railway system. Like nearly every other question great or small coming up politics is made to play its part and the ones for conditions is thrown upon one or the other of the great political parties of Canada according to the bias of individuals or of the party press. A Conservative organ, for instance, will claim that about three years ago Hon. Arthur Meighen gave assurances that the National Railway system would be consolidated and that the Eastern Division would end its Western limit in Montreal. On the other hand Hon. W. L. Mackenzie King, previous to last general election, assured the people that Montreal would be the headquarters of the Eastern Division.

What may briefly be said of these differences? In the first instance the Maritime Provinces not stilled premises. In the second they got Montreal as the Eastern headquarters with the Western limit at the original terminus of the old I. C. R. Riviere du Loup a point which will neither originate nor develop any traffic worth mentioning.

What was the purpose of extending the Intercolonial to Montreal during the period when the late Hon. A. G. Blair was Minister of Railways? It was to take the Western terminus out of the woods and extend it to the Commercial capital of Canada where traffic originated and could be secured for the system. The wisdom of this policy was amply justified for deficits on the road were turned into surpluses.

The question throughout which is in a most crucial stage, is not one of politics at all. It is a question of fair play and justice to the interests of the Maritime Provinces. Regrettable as the facts are, still it must be stated that our Maritime representatives for the most part on this railway question are as silent as the recently disinterred mummy of Pharaoh Tutankhamen, and apparently just about as active.

While it may be urged that this question is not yet quite definitely settled, it appears pretty evident that it was settled so far as general political indications went. The representatives of these Provinces appeared to take the medicine lying down and it was left purely and solely to the Boards of Trade to take the initiative in the endeavor to place this end of the country in a fair position with regard to traffic.

The services of the local government have been called upon, and the various commercial bodies, and the

most influential portion of the press is supporting the move for plain commonsense justice. Why should the Central Division with headquarters at Toronto pass Montreal and have jurisdiction East to Riviere du Loup. There is neither reason nor justice in such an apportionment. It should certainly be a main purpose of the Canadian National Railways management to develop and encourage all possible traffic on its own lines in Canada, and build up by all reasonable means our own sea ports. It is neither fair nor just that Portland should be the "Winter port of Canada."

The extending of the I. C. R. jurisdiction to Montreal will at least give this end of the system a fair chance in its competition for traffic.

PROPOSED REMOVAL OF COURTS

Reference is made in another column to the meeting of the Bridgetown Board of Trade and their resolution of protest against the removal of Supreme and County Court from town.

The case is well put in this resolution which covers the ground pretty completely. Middleton Board has also made a protest, a copy of which is also published in another page of the MONITOR.

The present standing of matters is this. The County Council at their last session passed a resolution to the effect that all Court sessions in future be held at Annapolis as the old Court House there had been renovated and improved. Whether the full purport of this resolution was fully appreciated or thoroughly considered in all its aspects may be somewhat open to question. Before this resolution can have the force of law it will be necessary to have repealed the Act of 1869, whereby Court sessions were alternated between Bridgetown and Annapolis.

A short review of the historic setting in this connection will help to appreciate the present situation. Digby and Annapolis Counties were in the long ago one division and Annapolis was the shire town for this district. In 1820 Digby was set apart and this left Annapolis far from being a central portion of the Municipality. The disparity in distances was so great that it was later proposed to carve a new county made up of the townships of Wilmot and Aylesford and Eastern end of Annapolis. As a compromise in the matter Bridgetown was selected as the place at which Courts would be held alternately with Annapolis.

This system went into force and the necessary legal enactments conferring it were passed in 1866. One point particularly to be noted in this connection is that while Bridgetown undoubtedly had the strongest of claims in practically every way to be constituted as the County town of Annapolis County, she did not urge these, but was quite content to leave half the glory, honor and emoluments which revolve around Court sessions, to her older, smaller and more venerable sister town.

This state of affairs continued and so far as this end of the County is concerned, would probably have done so indefinitely, but for the changes made during late Municipal Council sessions.

The protests which have been made against the repeal of the enactment of 1869 are, we contend, not sectional, but wholly justified by actual conditions.

Annapolis is not the centre of the County either, geographically or populationally. A very cursory glance at the map of the County shows that Bridgetown is of all the County towns the most central, in fact no town could be more central in Annapolis County. The larger part of the County population is made up of Bridgetown, its surroundings, Middleton and the Eastern part of the County generally.

The continuation of Courts here means the greatest good to the greatest number, and a lessening to these of the costs of litigation, for the majority of cases must naturally arise from the largest and most thickly populated centres. There are some other phases to which we shall refer later, but it is, after all, a matter of fairness only that the Courts continue to be held in Bridgetown as they have been for the past fifty-four years.

Whereas by an Act of the Legislature of the Province of Nova Scotia, passed in the year 1869, it was enacted that the Spring sittings of the Supreme Court and the Fall sittings of the County Court should be held

in Bridgetown. And whereas the said sittings of the said Courts have been held continuously in Bridgetown since that date.

And whereas the building in which the said Courts are held and known as the "Central Court House" has been recently renovated and put in convenient condition for the holdings of the said Courts.

And whereas the building in which said sittings of the said Courts are held and known as the "Central Court House" has recently been renovated and put in convenient condition for the holding of the said Courts.

And, whereas, the expense of holding said Courts in Bridgetown, including the expense of the Criminal prosecutions is a matter of joint expenditure between the incorporated towns and the Municipality and it would be a great saving in said expense to have the Courts still held in Bridgetown;

And, whereas, the Municipal Council by a resolution passed at its last session resolved to ask the Provincial Legislature at its present session to repeal said Act, thus depriving the people of the Eastern end of the County from the privilege and convenience of attending said Courts at Bridgetown, and compelling them to attend all the sittings of said Courts at Annapolis Royal;

And, whereas, more than half of the population of this County reside East of the town of Bridgetown and the greater part of the litigation coming before the Courts in this County arises from this section;

And, whereas, the proposed change would mean a great inconvenience and increased expense to the majority of the people of Annapolis County having occasion to use the Courts;

Therefore resolved that this Board strongly protests against any such legislative enactment.

Further resolved that copies of this resolution be forwarded to the Provincial Premier, to the Attorney General, and to the members representing this County in the Provincial Legislature.

This document was forwarded to Premier Armstrong, Attorney General W. J. O'Hearne, Hon. O. T. Daniels, M. P. P., and F. H. Elliott, M. P. P.

HOW TO CONSTRUCT A HOT-BED

Garden crops such as tomatoes, cabbage, lettuce and celery, can be greatly advanced in the Spring by the use of hot-beds. On the farm the making of such a bed is a simple matter because of the presence of manure of a suitable kind. Whereas the greenhouse has to depend on steam heating for their necessary warmth, the heat for a hotbed is secured from that arising from fresh manure. The hotbed may be placed on top of the ground or in an excavation. Which ever plan is decided upon, the site chosen should drain so as not to permit water to stand. If the below-ground plan is adopted, the soil should be taken out to a depth of about 18 inches and for about three feet wider than the frame, so that there may be room for banking up outside the frame. The banking is very important as it conserves the heat. Horse manure is the best. It should be turned once or twice, and should be quite hot and ready for use in five or six days.

To support the glass sash, a simple frame should be made of two-inch planks. It should be so constructed that it may be raised if the plants get too close to the glass. To provide for the shedding of rain, the back of the frame should be six inches higher than the front.

When building the bed, the manure should be shaken out to a depth of two to two and a half feet in position and five or six inches more manure is shaken in. Good garden soil to the depth of six inches should now be placed over the manure, and the sash put on. In five or six days the hotbed will be ready for the seed. A thermometer should be used and the temperature of the soil should not exceed 80 degrees. The seeding should be done in rows about four inches apart, as it would in the open ground later in the season.

More complete instructions for handling the cold frame and the plants themselves are contained in Exhibition Circular No. 16, obtainable from the Publication Branch, Department of Agricultural, Ottawa.

CORRESPONDENCE

Dear Editor:—A few days ago while attending a Board of Trade gathering in Kentville I observed a fine spirit of co-operation among the Boards of Trade in Kings Co., in matters of common concern.

It also occurred to me that the Experimental Farm, the headquarters of the organized farmers of the "Valley", the United Farmers Evaporator and the Cold Storage Plant are all situated in Kings Co., although any one of these might perhaps with equal reason have been located in Annapolis Co. I wondered if there were any relation of cause and effect between the spirit of co-operation to which I have referred and the location of these institutions in Kings Co.

I do not refer to this matter in the spirit of envy, but rather in admiration for the enterprise of the men of my native County. I would like, however, to see the co-operation and energy observed in Kings Co. more in evidence in this County. Until it is more in evidence I am afraid that Annapolis Co. will continue somewhat as an appendage of Kings County.

In the different towns of Annapolis Co. there is an excellent local spirit; which is good as far as it goes, but there are some problems that can best be solved by united action. It is in this line of activity that it seems to me we are falling in this County.

We have been hearing much of the benefits to Annapolis Royal of the Commercial Club of that town. Perhaps an occasional meeting of this Club could be held at which the other towns of the County could be represented and the subjects discussed be those of common interest to Annapolis Co. Or perhaps there might be an occasional dinner in the spacious dining room of the Riverside Inn, Bridgetown, at which representatives from the whole County could meet and listen to addresses upon County matters. Perhaps Lawrenceton, or Middleton might occasionally be the meeting place of the business men of Annapolis County.

If we had some kind of county organization, there are many questions which, I believe, might be handled more conveniently than by the local organizations working individually.

The settlement of retired soldiers and civil service men from India appears to be such a problem calling for immediate attention. How to make the Canadian National Railway (the value of which we are just beginning to understand) of more service to Annapolis Co., is another problem of common interest. The tourist business has unlimited possibilities and Annapolis Co. in beautiful scenery, its seashore attractions, in hunting and fishing and in historical matter has great assets. The Old Home Week, or Day, scheme is especially valuable to a County like ours with so many sons and daughters abroad. This is a scheme which can be best worked out on a co-operative basis.

I have, Mr. Editor, only suggested a few of the problems which I believe should be engaging our attention and which can best be taken up through co-operation of our Boards of Trade or other local organizations. Perhaps some others of your readers would express their views on the question through your columns.

FRED E. COX.
Middleton, March 5th, 1923.

MELVERN SQUARE

Mr. Percy Sprawl spent a few days last week with friends in Bridgetown and Clarence.

Mr. Harold Mason, of Falkland Ridge, was a week-end visitor of Mr. and Mrs. George Brown.

Mrs. R. Melvin, who has been on the sick list, is able to get about.

Mrs. Harold Mason and baby girl is visiting at the home of Mr. and Mrs. John Morse, Bridgetown.

Mr. and Mrs. George O'Neal were recent visitors of Mr. and Mrs. C. R. Banks, Tolbrook Mines.

The ladies of the Baptist Sewing Circle went on a sleighing party to North Kingston on Thursday afternoon where they were entertained at the home of Mr. and Mrs. Hallett Armstrong. A very pleasant time was enjoyed by all present and as the evening and sleighing was all that could be desired they arrived home in good time hoping they might again be invited to the same home.

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ENOUGH ANYWAY

The report that Jacky Coogan gets a salary of a million and a half dollars per annum is said to be exaggerated. The Film Daily for January 29th places the salary at \$500,000, of which \$260,720 goes to the United States government in taxes. And perhaps even these figures are none too accurate.—(Toronto Daily Star).

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