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THE DAY OF CHEAP FOOD HAS GONE

From Now On, the Farm Lands of the East Will Become More and More Valuable, says the Dartmouth Patriot, and the Farmers Tilling Them Will Get Far Greater Returns for Their Industry.

The day of cheap food has passed. Never again will the old level of prices be reached.

The opening up of the great wheat fields of America and the enormous ranges where beef and mutton could be grown for almost nothing played havoc with the agriculturalists of Europe, Ireland in particular suffered severely. No longer could the peasantry pay rent to a landlord and live. That was the beginning of the agrarian troubles there. German agriculture got an awful smash also and to a lesser degree did France. English farmers are still suffering. Prices fell to such a level that thousands of acres were turned into pasture. And they would not have been used for pasture even if the British government had not evaded the policy of Free Trade and prohibiting the import of cattle on foot from America. As everyone knows Canadian cattle are not diseased still they will not be admitted because the British farmers will not have it.

The cheap food of America swamped the markets and wrecked the farmers of Europe. But that is passing. In another ten years the United States will not be exporting a bushel of wheat or a single animal for food purposes, Russia and Argentina may for a time keep prices about where they are but when those countries become peopled as they soon will then will come the era of big prices for foods of all kinds.

The farmers of Nova Scotia suffered with the farmers of other countries. Many of them, refusing to adopt ad-

vanced methods, as the Danes, the Irish and the French have done, have thrown up their hands and their lands and gone west or to the "States" or elsewhere taking their chances of making an easier or better living.

The turn of the tide has come. The best authorities say there will never again be a time when the consumer will see cheap beef or pork or bread.

It is quite possible the present very high range of prices may be lowered temporarily, but that is all it will be. The farmer who keeps right at it gets down to advanced methods and uses brains as well as brawn need never fear that he cannot make a good living working reasonable hours. That is how the case stands today.

The opportunities open to the farmers of Nova Scotia are of the very best. The farmer has the situation in his own hands today. He can get from two to three times as much for his produce today as he could ten or twenty years ago. True he has not so much virgin soil to draw upon, but he has scientific knowledge ready at his hand of the greatest value to him that he could not avail himself of at that time.

This is the day for the farmer, the day when it will pay to get back to the land. The tide is beginning to turn, in fact it is well on the flow to a prosperous condition for those who till the soil. In ten years more farm lands in Nova Scotia will be worth twice what they are at present and the country will have thousands more on the land than it has today.—Dartmouth Patriot.

C. P. R. Engineers Visit Digby

They Are Inspecting the Bridges and Wharf Property of the D. A. R.

A special train arrived here about three o'clock Wednesday afternoon containing Messrs. P. Giffkins, superintendent of the D. A. R., D. J. Murphy, general road master of the D. A. R., J. G. Sullivan and P. R. Motley, C. P. R. engineers. These gentlemen were on a tour of inspection of the D. A. R. bridges, wharf property, etc.

They had dinner at the Royal Hotel after which they spent some time here inspecting the shipping facilities at this port which will soon become the principal outlet for freight along the line.

A Courier representative had a pleasant interview with Mr. Giffkins who is much pleased with Digby as a summer resort and shipping port. The direct Boston-Digby service will

no doubt become a permanent fixture throughout the entire year and great things are promised for Digby, many of which will not be made public at present.

The gentlemen proceeded to Yarmouth, returning to Digby yesterday about 1.15 p.m. They dined on board the S. S. Prince Rupert, the special train running down to the wharf. Messrs. Sullivan and Motley left for Montreal via St. John, the special leaving for Kentville soon after the Rupert sailed.—Digby Courier.

EDWARD VII.

Who in the realm today lays down Dear life for the sake of a land more dear,

And, unconcerned for his own estate, Toils till the last grudging sands have run?

Let him approach, it is proven here Our King asks nothing of any man More than our King himself has done.—Kipling.

C. P. R. Engineers Inspect D. A. R. from Halifax to Yarmouth

St. John, June 2—J. G. Sullivan, assistant chief engineer, and J. C. Motley, assistant bridge engineer of the C. P. R., who have made a thorough inspection of the D. A. R., arrived in the city this evening from Digby and left for Montreal. They will report the result of their trip to Sir Thomas Shaughnessy.

When interviewed by the Herald correspondent the engineers declined to discuss the purchase of the whole road and the report they would submit to the president would cover the question from an engineering standpoint.

"I am agreeably surprised with all I saw," said Mr. Sullivan. "The road bed of the D. A. R. is in much better condition than I expected to find it, and when I report to the president I will say so. There is a good railway in Nova Scotia and even at the present time it is in surprisingly fine condition."

THE ROAD IS IN GOOD SHAPE.

"Then your report will be in favor of the purchase?" Mr. Sullivan was asked.

"My report will say that the road is in good shape, and that the road-bed is thoroughly adequate for the cars to be hauled over it."

"Would it be suitable for the C. P. R.?"

"It is a standard gauge road, and the grades are very light. I am very much pleased with it," was the reply Mr. Sullivan added that he had inspected the whole road very carefully going on Wednesday to Yarmouth, and making the trip from Yarmouth to Digby today. He was enthusiastic over the country through which the road runs, especially the Annapolis valley and expressed glowing opinions of its beauties. Mr. Motley was also impressed to such an extent that he said he would send his family to the Annapolis valley this summer.

"We have always summered on the St. Lawrence," he remarked, "but I think I have found a prettier spot now."

THE WINDSOR BRIDGE A FINE STRUCTURE.

Mr. Motley inspected the bridges at Clementsport, Weymouth, Bear River and Windsor. The Windsor bridge, which is an iron one, he thought was a very fine structure for its size and type. The report of the engineers will probably mark almost the final step in the negotiations for the taking over of the road. People who are on the inside say that there is no doubt that the C. P. R. will be open identified with the D. A. R. after the meeting of the D. A. R. stockholders in October. It is understood the road-bed will need to be strengthened for the heavier C. P. R. engines.

One thing which seemed to amuse the engineers considerably was the statement which had been made that the C. P. R. would run a car ferry across the bay of Fundy and bring passengers from Halifax via that route. When told of this Mr. Sullivan gave expression to the single word "nonsense."

The engineers left for Montreal this evening.

May Be Forced to Become Vegetarian

There is little hope for improvement as regards one item in the high cost of living. Beef is not likely ever to be cheap again. The reason is that the great areas of grazing lands on this continent are rapidly passing out of existence as such. The cattle ranges become farm lands, the hay of cheap pasture is done, the herds dwindle in size, and a much greater proportion of the feeding is done in stalls. Instead of keeping pace with the increasing demands of a growing population, the supply has fallen off. Cheap beef belongs to a past age. There are substitutes which are equally nourishing and less expensive. To such recourse must be had. The day may be coming when the crowd of the world will force us all to be vegetarians.

Annapolis Co. Describes World's S. S. Convention

TO THE S. S. W. ... As many of ... convention I will give ...

It was the largest and most successful gathering the organization has ever held.

At the evening session of first day there were present 3000, while outside the convention hall a still larger number of persons congregated unable to enter.

Sometimes three and four simultaneous convention sessions were inadequate to hold the throngs.

Three thousand were registered as official delegates and in addition to these, there were about seven thousand unofficial delegates or visitors.

The great Men's Bible Class Parade on the afternoon of May 20th was an interesting feature.

In order that some members of Congress might march in the parade, as they did, and that others might witness it, Congress adjourned early on the day of demonstration.

Though very heavy rains largely reduced the ranks about seven thousand men in a bannered procession a mile long, marched down Pennsylvania Avenue, and were reviewed at the Capitol by a throng of about ten-thousand persons.

All these marching men belong to the Sunday School and the thought uppermost in the minds of many of the Spectators who lined the side walks was expressed on one banner "where the men lead the boys will follow."

Two large mass meetings were held for such numbers of women delegates were in session.

Memorial Services were held on May 20th between 11 o'clock and noon in the convention churches, in memory of the late King Edward VII.

A large Open Air Meeting was held on the east steps of the Capitol on Saturday afternoon. This gave the large number of people who were unable to get into the convention hall an opportunity of hearing some of the speakers.

Part of each day was given to a roll call of Nations. Various factors combined to make the Convention a Missionary occasion. Many Missionary addresses were presented. There was a large Missionary and Educational exhibit.

The wide spread observance of World's S. S. Day in more than two hundred languages and dialects as reported to the Convention by cables from various lands was a real Missionary factor.

The statistical report showed number of schools 285,842; teachers and officers 2,500,000; total enrollment 27,888,479, of whom 16,000,000 are found in United States and Canada.

A fund of \$75,000 was raised in a few hours, \$65,000 of this was raised in making "life members" of the Association.

A large part of this will be used in placing Field Workers in South America and in foreign lands.

On the closing night of the Convention there was a tableau of seventy-five children reproducing the picture which this Convention has made famous "The Twentieth Century Crusaders."

The Convention sessions were too numerous to be mentioned in detail, on Sunday afternoon there were twenty-five and on Sunday night over a hundred, all with regularly appointed speakers.

Especially notable among the addresses were those of President Taft, Hon. John Wainmaker, Mr. Robert Spear, Dr. F. B. Meyers, Rev. S. M. Zwenton, of Arabia, Dr. J. Willbur Chapman, Bishop J. C. Hatzell of South Africa, and Mr. Marion Lawrence.

The President for the next three years—Dr. George Pailey of Philadelphia.

Place for next Convention—Geneva, Switzerland.

Yours in the work,
A. E. YOUNG.

MINARD'S LINIMENT CURES PAIN

Some New Sea-Side Resorts in Nova Scotia

TOURIST travel and the necessity of ... and adequate advertising says—

"The Windsor Board of Trade has issued an attractive booklet advertising the summer attractions of Windsor-on-Avon; and this recalls an article I read in a recent number of the New England Magazine, in which the writer described an interesting automobile trip through Nova Scotia, commencing at Yarmouth. He doesn't enthuse much over most of the places he visited en route, including our immortal Grand Pre, but Windsor seems to have measured right up to his expectations, for he refers to it as 'the brightest, most-up-to-date, and at the same time most interesting place we had seen.'"

"Halifax seems to have made a favorable impression on him also, and in the course of his description of the City he remarks that 'the peace which Halifax hospitality sets would make the most hardened New Yorker seek a sanatorium.'"

"We do not often get the published point of view of the visiting automobilist in Nova Scotia; and in the case of the writer under discussion, it is exceedingly interesting to read his views concerning Nova Scotia roads. These he seems to have found good, bad and indifferent, according to circumstances, reserving his most delicate compliments for a certain portion of the highway between Windsor and Halifax. Of this, he says, 'a worse road cannot be imagined, after the summit of Mt. Uniacke has been passed.'"

A STATE HIGHWAY

"The Morning Chronicle has seen to it that its readers have been kept well informed as to what other countries and sections have been doing in connection with the 'good roads' movement. Think how enormously it would add to Nova Scotia's fame and prestige as a summer resort if it could have a 'state' highway between Yarmouth and Halifax similar to the three Great Trunk Roads that are now being built through different parts of New Hampshire at the expense of the State and County Governments. It would be an asset of untold value, and one of the best advertising cards the Province could possibly possess.

"A new resort that is going to play a conspicuous part in the future history of Nova Scotia as a vacation centre is Seaside Park, at Harborville, on the Bay of Fundy shore, eleven miles from Aylesford. This place, as readers of The Morning Chronicle know, is controlled by the Harborville Realty Co., Ltd., of which General Manager Percy Giffkins of the Dominion Atlantic Railway, Kentville, is President, and Sir Frederick Borden is Vice-President.

"This new and delightful haven for the weary is being vigorously exploited by the company, through Mr. E. W. Kappelle, the hustling and enthusiastic manager. Mr. Kappelle has made several visits to Boston this spring to confer with local capitalists and is in that city now. He has been very successful in his mission, and promises that Seaside Park will be a day in the near future be one of the most popular and populous summer resorts in the Maritime Provinces. The company has ambitious plans for the building up of the resort, with modern hotel, cottages and bungalow features, and intends to advertise it extensively. Already there are a number of guests booked for the coming season, and everybody who has ever visited Harborville has fallen a permanent victim of its charms. I have always wondered why this attractive Seaside has been so long overlooked by the vacation resort exploiters.

"Another interesting enterprise of this character this is at present being exploited here is the Lakelands Development Co., Ltd., which has been organized under Nova Scotia laws for the agricultural, industrial and commercial development of a 3500 acre estate in the townships of Windsor and Uniacke, Hants County, known as Lakelands. Mr. C. H. McClure, a well-known and successful architect, of Cambridge, Mass., and a native of Nova Scotia, is the chief promoter of this enterprise, which has for one of its objects the attracting of summer visitors to Lakelands."

THE "JUDGE LINDSEY" OF VERMONT

The Lindsey Methods Practiced in the Vermont State Industrial School of Which J. N. Barss is Superintendent.—All Signs of Prison Discipline Abolished.—Juvenile Delinquents Put "On Their Honor."

The following article published in the Rutland Herald will be of especial interest to many of our readers, because the Mr. Barss referred to is an Annapolis County boy and a nephew of Mr. Alfred Vidito and Miss Helen Vidito of this town. In referring to him as the Judge Lindsey of Vermont, the Rutland Herald indicates the pre-eminent success that has attended Mr. Barss in his noble work.

Through the courtesy of Secretary Clark of Burlington V. M. C. A., Rutland Herald was represented at the formal dinner given Judge Lindsey, of the famous "boys' court" in Denver, in Burlington. The brief address of the celebrated jurist and educator was distinctly impressive.

Judge Lindsey is a sparely built man of middle height, dark, clear-eyed and without any trills about him. He looks you squarely in the eyes, grips your hand hard and talks plain business and the gospel of love. He says there are not many bad boys, but a good many boys do bad things. Sadness in boys is more a question of environment than anything else. You must get at a boy's heart, then work outwardly from that. You cannot as a rule drive anything into a boy by force, says Judge Lindsey, but by getting his love and respect you can do a great deal. It is a mistake to attempt reforming a boy by treating him as a criminal.

The force of his teachings and system, considerably reinforced by the strength of an unusual personality, has given his court a remarkable record. In eight years he sent 507 boys to state institutions without a police guard, simply putting them on their honor and giving them money to purchase their tickets. They were told they could run away if they thought it was square, but in eight years only five boys ran away, while the police lost 42 "prisoners" in spite of hand-cuffs and shackles. Before the Lindsey system, 62 boys out of 100 were returned to jail later for worse offenses; today, the average of such relapses is only 12 in 100. This is the sort of thing that counts.

In the course of his brief talk, Judge Lindsey referred to the work of the state industrial school and congratulated the governor on the splendid work that is being done there by J. N. Barss, the present superintendent. Mr. Barss is not a judge, but he believes in and practises the Lindsey methods. One of the first things he did was to abolish all signs of "prison discipline." No lock step, no guards, no whippings, no locked doors, no spying, no degraded clothes or customs. He appeals di-

rectly to the boy's honor, lets him come and go within all reasonable limits and begins without harshness or coercion the process of turning his energies into useful channels.

A prominent state educator stated to a Herald representative the other day that the boys and girls in the industrial school are getting a better practical education under the Barss system than our children can secure in the high schools of the state.

Judge Lindsey told of 500 boys from the Colorado industrial school coming down to Denver during the Grand Army encampment and being permitted to wander in groups all over the city, absolutely without guards or restraint, the only proviso being that they should behave themselves and report at headquarters every night. Not a boy ran away or got into trouble. Just so Mr. Barss brings his boys and girls to Middlebury fair and allows them to wander about the grounds unguarded. They not only do not run away but they are the first to observe the time, keep track of the hours and see that the superintendent's confidence shall not be missed. Whatever stigma may have attached itself to the "reform school" in the past is disappearing, leaving not a vestige of discredit in having served a "term" in that admirable state institution.

Perhaps it is not going too far to say that Mr. Barss is the Judge Lindsey of Vermont. Certainly they both subscribe to and practise the principles laid down in the following extract from the Burlington address of the latter:

"Your own boy is not safe unless 'all boys are safe, and if we believe in brotherhood we shall not turn our backs on the children. 'The policeman should be the friend of the boy and the boy should be the friend of the policeman, but thought it was square, but in eight years only five boys ran away, while the police lost 42 "prisoners" in spite of hand-cuffs and shackles. Before the Lindsey system, 62 boys out of 100 were returned to jail later for worse offenses; today, the average of such relapses is only 12 in 100. This is the sort of thing that counts.

"I understand his environment. The difference between the bad boy and the good is the difference between environments. It is absurd in dealing with a child to apply the same methods as when dealing with a man. Fear is the father of 'em'ny towards the boy. If we are 'out of a boy first get the fear out of him. The parent, whose anger rather than love prompts punishment, soon has the hatred of the boy and he gets immediately beyond parental control."

The creditors of the H.W. DeForest Co., of St. John have accepted an offer of twenty-eight cents on the dollar and the old Company will now merge with the Sunbeam Tea Co., under the title of Union Tea Co.

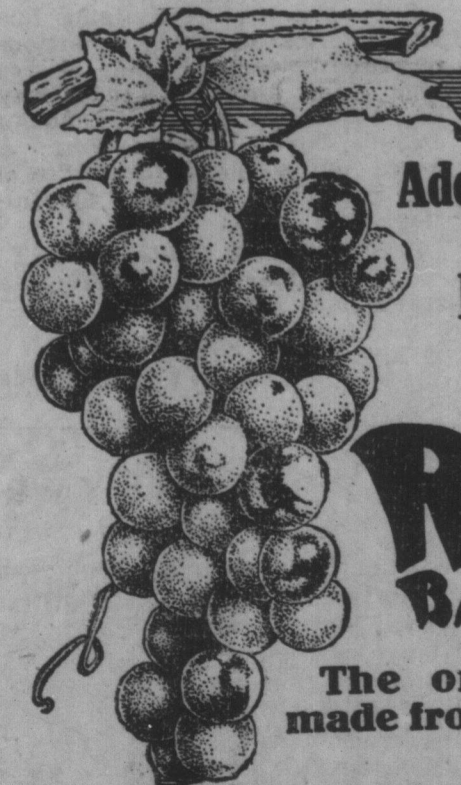
Of Interest to Both

husband and wife is the savings bank book. Every entry in it means a step toward independence and a comfortable old age.

UNION BANK OF HALIFAX SAVINGS DEPARTMENT

will open accounts in the name of a husband and wife, mother and daughter, or any two friends, so that in case of illness or death of one the other can withdraw the deposit without any expense.

BRIDGETOWN BRANCH, H. L. BENTLEY Manager
LAWRENCETOWN BRANCH, F. G. PALFREY Manager
ANNAPOLIS ROYAL BRANCH, E. B. MCDANIEL Manager



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The only baking powder made from Royal Grape Cream of Tartar

No Alum—No Lime Phosphates