THE PRINCETON STAR

21st Year No. 8 PRINCETON, B[illegible] FRIDAY, FEBRUARY 20, 1920. PER YEAR: $2 Cash Single Copy 5c.

SUDDEN DEATH OF "Judge" J. B. WOOD

Body Found Near Wood Pile Monday Morning. Died Saturday Evening.

After lying from Saturday evening until Monday morning near the wood shed of his own home, the body of J. B. Wood was found when a thorough search of the premises was made. His many old frends were shocked when the news became known about town. Mrs. W. S. Garrison was the last person to see the "Judge," as he was familiarly known, alive. He was piling wood and madethe remark to her that he felt all in, but that he had only six more sticks to put away As the six sticks were still lying on the ground, it would appear that he was stricken a moment after Mrs. Garrison turned away.

Sunday Francis Glover went over to call on the "Judge," as was his frequent custom. He entered the house but finding no one there, he left. Later in the day he made another visit with the same result. He mentioned the fact to Dr. McCaffery, who went to the place Monday morning, but did not happen to look around the wood shed. A little later that morning A. S. Black went to the house and was the first to make the discovery.

Arrangements have been made to hold a public funeral service at the home of the deceased Sunday afternoon at 2:30 o'clock, and the remains will be shipped to relatives at Fergus, Ontario, on Monday morning's train.

The late "Judge" Wood was born in Ontario about 58 years ago As a young man he studied law in that province. He later came west to Spokane, and was one of the first police magistrates in that city. About 20 years ago he came to Princeton, and the past several years was employed in the government office under Government Agent Hunter. He accumulated considerable property, and although a bachelor, had one of the finest homes in Princeton. His chief delight in summer was to care for his beautiful lawn and flower garden. He was a good painstaking official, and had a wide circle of friends who deeply regret his sudden demise.

Sugar Scarce Here; Plenty on Prairies

According to James Stewart, city purchasing agent for Vancouver, the prairie people are getting the sugar that rightly belongs to British Columbia. "The B. C. Sugar Refinery is pampering thepeople on the prairie with the sugar that should come here," he asserted. There is plenty of sugar on the prairies, all points being supplied regularly

The checker tournament held at the headquarters of the O. B. U. was won by G. Gillas. The prize was a gent's scarf. A crib tournament is now to be followed by a whist tournament. In all events there will beb prizes for the winners.

NOTICE

Take notice that I, Robert Schulli, section foreman of Princeton, British Columbia intend to apply to the Commissioner of Lands for a license to prospect for coal and petroleum under the following described land:

Commencing at the north east corner of Lot 88, Yale Division of Yale District, thence 80 chains south thence 80 chains west, thence 80 chains north, thence 80 chains east to point of commencement.

Locoted this 17th day of February, 1920.

ROBERT SCHULLI, Locator.

Keremeos=Allenby; Fast Game Played

The boys from Keremeos, flushed with their recent victory over the under strength of the Princeton team, on Sunday last invaded Allenby, but did not find the going quite so smooth. The score 8 to 0 about indicates the play, nuf sed. Keremeos apparently linnedtheir faith to big Charlie Armstrong who made many well intended rushes down the ice. The big fellow, however, was met every time by a better man, better skater, better stick handler, and the result was that he either landed on his ear in the corner or on his back in the goal, and in cihter case lost the ruber every time. After having satisfied himself that he was unable to "bull" thru' he finally gave it up and inthe last period laid back at his own end. In this period the little Allenby forwards kept up a continual bombordment of the visitors goal and the peach packers were lucky to get off as lightly as they did.

The game was fairly fast there being few offsides ,and no penalties. A repre sentative crowd from Princeton and Allenby saw thegame, and supported their favorites well.

The home team report that the boys from Kereweos were a good clean bunch, and a crowd which they term was a pleasure to meet.

Provided there is still ice at Keremeos, Allenby will furnish a return. game in the near future.

Allenby Dramatists Ready for Action

The Allenby Players, who will produce "The Iron Hand" at the Odd Fellow's hall here next Wednessday evening, promise to give the people an entertainment well worth witnessing. The program will occupy somewhat over two hours, and between acts musical numbers will be rendered by the Allenby orchestra. A dance will follow the show. It will be noticed by the large posters that popular prices are beng charged. There is good talent at Allenby, as has been demonstrated on previous occassions. Following is the caste of characters in The Iron Hand."

Oliver Montford—H. R. Plommer
Harmon Van Dorn—L. H. Wenerstrom
Jack Minton—C. M. Henderson
Old Ickey—W. H. Robertson
Bella— Miss Grace Baron
Lizzie—Mrs. L. H. Wenerstrom
Mrs. Dibble—Mrs. W. P. Nelson
Hannah—Mrs. C. M. Henderson

Chautauqua Booked for Engagement

Miss Gladys Henry, repressenting the Dominion Chautauqua,has booked Princeton for a three day engagement the dates falling about the latter part of May or the first part of June. At a meeting held Wednesday the following local committees were selected:

J. Nathan—President,
G. L. Doyle—Secretary,
Ticket Committee—G. G. Lyall, Alf. Sorenson, W. A. Jones and J. A Mc—Leod.
Advertising—F. J. Smyth, Dr. Ritchie L. W. Mickel and R. M. Mansfield.
Arrangement—E. Waterman, J. Gellatly, Chas. Thomas and Russell.

A guarantee is given for the sale of $800 worth of season tickets. These tickets usually sell at $2 for adults and $1 for children, good for all sessions. The local committee receives no financial gain.

German silver is an alloy of copper nickel and zinc.

On the Way to Jericho

TRAVELING OVER ANCIENT ROADS IN PALESTINE

Princeton Paragraphs

Emil Voigt is quite ill at his home at Voigt's Camp.

Maurice Daly was up from Keremeos the first of the week.

Miss Elsie Smith was up from Hedley for a few days visit with Mrs. E. E. Burr.

Constable Arden arrived home Wednesday morning from the coast, where he was spending his holidays.

A meeting of the Stockbreeder's Association is called for Saturday, February 21st, at the court house at 2 p. m.

H. B. Meausette and C V. Prosser were over at Penticton this week attending the Orange grand lodge convention.

Wm. Kellem came up from Vancouver this week and went on to Penticton. Mrs. Kellem is spending the winter in Spokane.

The junior hockey teams of Allenby and Copper Mountain played at Allenby Wednesday evening. The Copper Mountain boys won by a score of 9 to 6.

Dr. Ilsley, of the provincial Agricultural Department, is expected in Princeton within a day or two for the purpose of testing the dairy cows in the district.

The local Odd Fellowss and Rebekahs had a good turnout to their annual dance last Friday evening, and it proved to be one of the most enjoyable affairs held in Princeton ao afr this year.

L. A. Campbell, general manager of the West Kootenay Power and Light Company, was here thiss week from Rossland in company with C. B. Smith, also of Rossland, and Thos. Bradshaw, of Hedley.

G. W. Lloyd, who had charge of a crew at Otter lake, near Tulameen, cutting ice for the Great Northern railway, lost his arm a few days ago near Omask, Wash., when he slipped and fell under a moving train.

Wesley Gibson was advised by wire yesterday that his sister, Mrs. Good had died at Chilliwack the day before. He at once sent word to his brothers Sam and Luke, who are on their ranches on Five Mile. Wesley left today for Chilliwack to attend the funeral.

At a public meeting held recently the funds left over after the Christmas tree entertainment were voted to the fund for purchasing equipment for the gymnasium in St. Cuthbert's hall It is proposed to have horizontal bars, parallel bars, dumb bells, etc. L. P. Harrison is instructor and is making splendid progress with the children. He has classess Tuesday evevnings.

ODDS AND ENDS

A woman's tears are the greatest water-power known to man. Maiden's water?

Many a live wire would be a dead one if it wasn't for his connections.

The way Holland hangs on to the Kaiser is another proof and there is no accounting for tastes.

It is said that paper is heating. This we know, for we have had a 30 day note keep us in a sweat for a month.

Edison says we sleep too much, but don't blame him. He has invented plenty of things to keep us awake.

Logging and Mining Active at Coalmont

Isaac Mctavish left for the coas today. It is rumored that Ike is looking for the tie contract for the new line to the mine. Miss Ethel Holmes is looking after the McTavish importium during his absence.

The surveyors have completed the [illegible] mine for the narrow guage road

L. N. Marcott, who has a crew of loggers working on the Frembd ranchputting in logs for the Nicola Pine Mills, was in Princeton this week loking for was in Princeton this week looking for men.

Charlie Blank made his semi annual trip to townlast Sunday. Charlie is the star skinner at the mine.

With the railroad to the mine assured, Coalmont's future looks bright.

Mr. Shaw is now in charge of F. P. Cook's store at Coalmont.

P. Russell of Princeton was a visitr at Coalmont Sunday.

J. T. Johnston, manager of the Coal Company, is on the coast on business.

GENERAL NEWS

Alex Davidson, of Copper Mountain has acepted a position at the Trail smelter.

Arthur O'Kell of Creston died at the Old Man's home at Kamloops last week at the age of 72 years.

Cranbrook jail officials had a unique experience last year. They handled 171 prisoners—exactly the same number as they had in charge in 1918.

George Kennedy an old newspaper man of this Province, arrived in Merritt early this week, and is in charge of the editorial and news department of the Herald.

Judge Brown, who presides at the sittings of court in this district, is at Rochester, Minn., where Mrs. Brown is under the care of the Mayo surgeon specialist and does not expect to be able to reeturn to Grand Forks for probably a month.

The directors of the Summerland hospital society were instructed by resolution passed at the annual meeting of the society held last Thursday afternoon, to proceed with prepartions of plans and specifications for the new hospital building to replace the one destroyed by fire on December 14 and to make all necesary arangements for financing same.

Gold Values Theme at Mining Convention

Spokane—Consideration of the price of gold, regarded as perhaps the most important question before the Northwest Mining association here will be considered on the floor of the convention by members of the resolutions committee. Several resolutions dealing with the various phases of the matter are expected to be reported by the committee for general debate.

Resolutions adopted included one calling for the protection of American citizens abroad, referring especially to recent attacks on Americans in Mexico. It calls upon the government of the United States to take steps to afford protection to mining interests in that country.

Cheerfulness

For a good every day household angel, give us a woman who laughs. Home is not a battlefield nor life a long unending row. A trick of always seeing the bright side, or if the thing has no bright side, of shiningup the dark one, a very important faculty and one of the things no woman should be born without. We are not all born with sunshine in our hearts, as the Irish prettily phrase it; but we can cultivate a cheerful sense of humor if we only try.

Hard to Draw the Line

In men whom men pronounce as ill
I find so much of goodness still—
In men whom men pronounce divine,
I find so much of sin and blot—
I hesitate to draw the line
Between the two, when God has not.
—Joaquin Miller.

GOVERNMENT WILL ASSIST CREAMERY

Agricultural Department Offers Loan of Machinery for Experimental Use.

(By The Star Correspondent)

Five Mile, Feb. 19—D. Garison has arrived from Alaska and intends making his future home here. Mr. Garrison is a son in law of T. M. Dillard, and husband of our excellent school teacher.

There is every probability that a creamery will operate in Princeton during the coming season. A promise has deen receiveed of a loan of the necessary machinery by the Department of Agriculture, so that the proposal may be tried out. Whatever may be said of other members of the administration, the Deparment of Agriculture is presided over by a minister who works whole heartedly and indefatigably for agricultural prosperity

Mr. and Mrs.Annis from Allenby were visitorts at the home of Mr and Mrs. S. R. Gibson last week.

Mr. and Mrs. Coonran, who have been visiting at the home of C. E. Hughess, are returning shortly to their home in Alberta. Mr. Coonrad is a progressive farmer and may later decide to locate here.

At the Farmers' Institute meeting held last Saturday Capt. Ramsay gave an interesting report as to the work of the Grand Forks' convention, which he attended as a delegate from Princeton. Amongst other things the convention went on record as unanimously favoring the Hope Princeton route for the proposed trans—provincial road.

T. J. Guinan leaves for Victoria Monday as a delegate to the big convention of farmers which begins its session on February 25th. Business of the greatest importance as effecting the future of agriculture will be dealt with. The Princeton delegate is charged to press for the completion of the Summer's Creek road and for the conecting up of the Five Mile road with the Hedley highway by following the creek to the Bennet ranch. One of the worst pieces of road in the district, Baker hill, would thus be eliminated.

A Hope resident has taken the trouble to write a letter to a Vancouver paper protesting against the Hope Princeton route for the much discussed proposed road. His objection is based presumably upon the ground that snow and occasional slides would interefere with if not shut off all motor traffic during a portion of the winter months, whereas the Fraser canyon route would be open for joy riding all the year round. If that be the latter's only merit its certain that no same government could hesitate as to its duty in the matter The question may be asked with propriety whether a route that will open up a large area of fertile farming country and give rise to a large increased agricultural production as well as make possible the development of immense mineral resources is not of infinitely more importance to the comunity and to the province than a route that simply affords additional opportunity for the comparatively few who at all costs must find or have provided for them the means of satisfying their inmate love of pleasure

The petition for the post office at Jura with S. R. Gibson as postmaster has been forwarded to the postmaster general and we are now awaiting the result.

An excelent portrait of Mrs. S. L. Allison is published in this month's issue of the Agricultural Journal. Accompanying it is an article from the pen of your correspondent, entitled "The Wedding of Producer with Consumer."

AN INCREASE IN RATES

The advertising rates of the Star advanced on February 1 to thirty cents per column inch for regular display advertising. Transient display advertising is to be sixty cents per inch first issue, fifty cents second issue and forty cents per inch all subsequent issues. No additional charge for weekly changes of advertising matter.

Legal notices are twelve and a half cents a line first insertion and eight cents per line subsequent insertions of the same.

Classified advertising will be three cents per word first issue and two cents per word succeeding issues of the same advertisement.

Advertisements placed among the locals are twenty-five cents per line.

All anouncements of meetings, whether an admission price is charged or not, will be three cents per word first insertion and two cents per word for further insertions. These announcements will be placed in a "Coming Events" column.

Advancing costs make these increases necessary and we trust that our patrons will realize that we have certainly no desire to charge more than is sufficient to give a fair return on our labor and investment.

COMING!

"The Iron Hand"

AND

"A Pair of Lunatics"

I. O. O. F. HALL. WED. FEB. 25th

DON'T MISS IT

All Kinds of POULTRY

SIMILKAMEEN RAISED

CHOICEST CUTS OF BEEF, ETC.

EVERYTHING FRESH BUT THE CLERKS

VALLEY MEAT CO., PRINCETON

What Value Do You Receive for Your Dollar?

GET OUR PRICES

Robin Hood Flour and Feed Just in

Shorts, Bran
Oats. Graham Flour
Whole Corn, Farina
Corn Meal

New laid Eggs and fresh ranch Butter always in stock

PRINCETON

Co-Operative Association

J. A. McLEOD, Manager

POST OFFICE BLOCK

WALL PAPER

1920 pattern wall papers, from 8 cents a roll to the highest grades of tapestries, complete in stock. Kalsomine 60 cents per package.

ALFRED STERN, Princeton

THE PRINCETON STAR
PUBLISHED EVERY FRIDAY AT PRINCETON, B. C.

SUBSCRIPTION RATES
British Empire, One Year.....$2.00
Foreign, One Year $2.50
Payable in Advance.

Advertising Rates
Delinquent Co-Owner Notices.....$25.00
Coal and Oil Notices 6.00
Estray Notices 3.00
Cards of Thanks 1.00
Certificate of Improvements..... 10.00
(Where more than one claim appears in notice, $2.50 for each additional claim.)
All other legal advertising, 12½ cents a line first insertion, and 8 cents a line for each subsequent insertion.

F. J. SMYTH, Manager.

FRIDAY ..... FEBRUARY 20, 1920

PRELIMINARY SURVEY ON HIGHWAY SOUTH FROM FALLS

New Road Along Water Grade May Be Possibility This Year

WILL IMPROVE ROAD ON ANARCHIST MOUNTAIN

Penticton-Peachland Road Being Improved But No Decision on Dog Lake Highway

PENTICTON, B. C.—

Surveys, preliminary to an estimate of cost, are now being conducted by Road Engineer Gwyer on the main highway south of Okanagan Falls. A traverse of the existing roadway is also being made to show the difference in grades, and it is quite possible that the government will decide on building the proposed new road along a water grade near the river this year.

Extensive changes in the main road from McIntyre Creek bridge to Osoyoos are contemplated, as well in order to conform to the development plans on the soldier lands. The road will turn to the right from the bridge instead of to the left as at present, and will extend to the river bank hence along the right hand side of the river on an easy grade and the best possible site for a permanent road conforming to the subdivision plans for the soldier lands.

No definite decision has yet been reached with regard to the completion of the road on the east side of Dog Lake. If this road is not built, the department, however, will probably spend at least $10,000 this season in widening and repairing the existing west side road.

An important section of roadway is to be built this season on Anarchist Mountain. Engineer Gwyer is not certain whether this year's work will embrace eight miles or fourteen. The change in the existing road if from Osoyoos to Nine Mile Creek. Present grades run from fourteen to sixteen per cent. maximum, but the proposed new road will have eight per cent. as its heaviest grade and this only for a quarter mile stretch. The alteration is to be an important one, affecting as it does through traffic between Okanagan Falls and the Boundary.

There will be no work undertaken this year towards the completion of the Marron Lake short road to Keremeos. Some improvements will be carried out on the present Green Mt. road to the Similkameen.

The road between Hedley and Princeton is now being improved to a considerable extent by the removal of several small grades. The One Mile Creek road, which is to provide a cut-off between Princeton and Merritt, doing away with the dangerous Tulameen road, is already half finished, and will be completed this year.

Work is to be carried out between Cascade and Rossland and if finished this season will provide a through road from the Okanagan and Similkameen to Nelson.

The road engineer is endeavoring to obtain permission to make a survey of the proposed road between Kelowna and Penticton on the east side of Okanagan Lake. The missing link is between Okanagan Mission and Paradise Ranch, but it is said that a good grade can be found in a canyon back of Squally Point. Mr. Gwyer is inclined to think that an excellent road can be obtained, which would prove useful for through traffic although of little local use between Naramata and Kelowna. Its construction in the future would necessitate some changes in the existing road both north and south of Naramata, in order to provide for the best possible grade and standard construction.

Many of the sharp corners on the Penticton-Peachland road are now being removed, much to the satisfaction of motorists. It is expected that there will be a good deal of improvement to the lakeshore highway during the coming season.

In the past there has been difficulty in inducing the municipalities to take care of sections of the road which the provincial government considers the municipal authorities should keep up. It is said that legislation is to be passed this session which will provide that the government may charge up to the municipalities any work on these roads which it considers should be on their shoulders.

Synopsis of Land Act Amendments

Minimum price of first-class land reduced to $5 an acre; second-class to $2.50 an acre.

Pre-emption now confined to surveyed lands only.

Records will be granted covering only land suitable for agricultural purposes and which is non-timber land.

Partnership pre-emptions abolished, but parties of not more than four may arrange for adjacent pre-emptions with joint residence, but each making necessary improvements on respective claims.

Pre-emptors must occupy claims for five years and make improvements to value of $10 per acre, including clearing and cultivation of at least 5 acres, before receiving Crown Grant.

Where pre-emptor in occupation not less than 3 years, and has made proportionate improvements, he may, because of ill-health, or other cause, be granted intermediate certificate of improvement and transfer his claim.

Records without permanent residence may be issued, provided applicant makes improvements to extent of $300 per annum and records same each year. Failure to make improvements or record same will operate as forfeiture. Title cannot be obtained in less than 5 years, and improvements of $10.00 per acre, including 5 acres cleared and cultivated, and residence of at least 2 years are required.

Pre-emptor holding Crown grant may record another pre-emption, if he requires land in conjunction with his farm, without actual occupation, provided statutory improvements made and residence maintained on Crown granted land.

Unsurveyed areas, not exceeding 20 acres, may be leased as homesites; title to be obtained after fulfilling residential and improvement conditions.

For grazing and industrial purposes areas exceeding 640 acres may be leased by one person or company.

Mill, factory or industrial sites on timber land not exceeding 40 acres may be purchased; conditions include payment of stumpage.

Natural hay meadows inaccessible by existing roads may be purchased conditional upon construction of a road to them. Rebate of one-half of cost of road, not exceeding half of purchase price, is made.

PRE-EMPTORS' FREE GRANTS ACT.

The scope of this Act is enlarged to include all persons joining and serving with His Majesty's Forces. The time within which the heirs or devisees of a deceased pre-emptor may apply for title under this Act is extended from for one year from the death of such person, as formerly, until one year after the conclusion of the present war. This privilege is also made retroactive.

No fees relating to pre-emptions are due or payable by soldiers on pre-emptions recorded after June 26, 1918. Taxes are remitted for five years.

Provision for return of moneys accrued, due and been paid since August 4, 1914, on account of payments, fees or taxes on soldiers' pre-emptions.

Interest on agreements to purchase town or city lots held by members of Allied Forces, or dependents, acquired direct or indirect, remitted from enlistment to March 31, 1920.

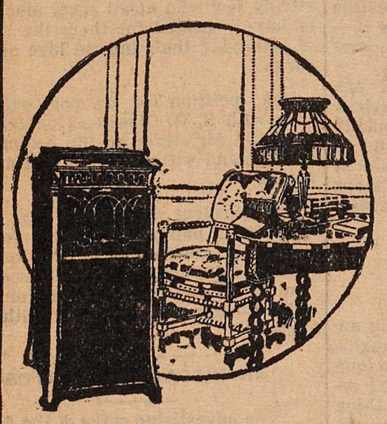
SUB-PURCHASERS OF CROWN LANDS.

Provision made for issuance of Crown grants to sub-purchasers of Crown Lands, acquiring rights from purchasers who failed to complete purchase, involving forfeiture, on fulfilment of conditions of purchase, interest and taxes. Where sub-purchasers do not claim whole of original parcel, purchase price due and taxes may be distributed proportionately over whole area. Applications must be made by May 1, 1920.

GRAZING.

Grazing Act, 1919, for systematic development of livestock industry provides for grazing districts and range administration under Commissioner. Annual grazing permits issued based on numbers ranged; priority for established owners. Stock-owners may form Associations for range management. Free, or partially free, permits for settlers, campers or travellers, up to ten head.

Where Words End, Music Begins



Words, in themselves, are but poor interpreters of emotion. Where words end, music begins. Where words only suggest, music satisfies; it utters with a clear, vibrant voice what otherwise would remain unuttered.

Music will allow you to express your innermost thoughts and ideals.

But how, you ask, can you create this music since you are no musician nor the master of any instrument?

The NEW EDISON

"The Phonograph with a Soul"

has stored up in its magic discs the music of the world's greatest musicians—the soul-children of the music masters. And this music The New Edison will RE-CREATE for you, in your own home, exactly as you would hear it in the grand opera houses and the famous concert halls.

You should read the beautiful book "Edison and Music" and the booklet "What the Critics Say" containing evidence that proves Edison superiority. Ask for copies when you come to hear the New Edison.

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Simpson & Cranna, - Merritt, B.C.

Higher Railway Rates Necessary, Says E. W. Beatty

Wage Increases on Canadian Roads More Than Interest on Whole War Debt

ADDRESS AT WINNIPEG

Railway Situation in Canada Without Parallel Any Place in the World, He Says.

Winnipeg.—Addressing the Canadian Club at a luncheon at the Royal Alexandra on the subject, "The New Railway Situation," E. W. Beatty, K.C., president of the Canadian Pacific Railway Company, gave a plain intimation of a coming increase in rates.

Mr. Beatty said:—"Since I had the pleasure of visiting Western Canada in May last, a very important change in the transportation situation has taken place through the sudden consummation of a plan for the acquisition of the Grand Trunk and Grand Trunk Pacific Railway Companies with a view to their incorporation into the system of the National Railways. In due course, when the legal and other formalities have been fulfilled, this consolidation will take place and the test of the possibility of successful administration of a vast system of railway under the aegis of the Government will be made. It is probably the most ambitious and comprehensive task which any Government or any people has taken upon themselves, except temporarily and in emergent necessity. It may be a test over a period of years and the results may be expensive, but under honest management with independent and non-political administration, and above all with accurate information supplied to the public as to the result of these operations, the people of this country will be able to determine for themselves whether that system is the best and if not what improvement should be made in it. I make no comment on the wisdom or otherwise of this further extension of Government ownership of railways in Canada. The matter has been settled by the representatives of the people. I am sorry, however, that a little more time and information were not given both to the peope themselves and their parliamentary representatives, because I would have been better satisfied that the decision then represented the view and desire of the vast majority of the people of this country, especially of the business communities, who have a particular stake in the railway situation and a particular knowledge of what constitutes efficient railway service. The decision has been taken, however, and the consolidated system will be administered by a board selected by the Government, with experienced railway operators and executives in immediate charge of the property, with Parliament, as is inevitable, in full control of the financial support to be given, and the Government of the day with full responsibility for the expenditures of the monies voted for such purposes. The result of this means that the railway situation in Canada is now completely changed, and the country must depend for some time at least for additional railway facilities, where needed upon the National Railways or the Canadian Pacific, because with preponderating mileage under the control of the Government, it is not likely that much capital would be attracted to new railway enterprise for the rewards which such investments might bring. Therefore, I think it may be fairly stated that such additional construction as takes place within the next few years will depend upon the willingness of the National Railways and the Canadian Pacific to appreciate these needs and their financial ability to meet them.

MEANS KEEN COMPETITION.

"This is a situation which is without parallel any place in the world where a government-owned and operated railway and a privately-owned and operated railway not greatly different in the matter of mileage, both with, of course, adequate credit, have in their hands the almost exclusive right to remedy transportation insufficient at most places throughout Canada. It is true, I think, that this will provoke a highly competitive condition. How effective this competition will be will depend upon its honesty and its fairness. If political methods are to be introduced into the competition, and facilities provided in accordance with political expediency or if political rewards follow the extent of the support or otherwise which is granted by shippers to the National Railways, then I should say the competition would be unfair and of doubtful commercial or national value

"During the course of the year, the railway companies of Canada had to meet a great many problems, due to the emergencies which prevailed which were unusual and of great importance and which required new methods to secure their being dealt with competently. For that purpose the Canadian Railway War Board was constituted and through it the efforts of all railways were co-ordinated to meet the extraordinary demands through the movement of war traffic and soldiers. The work was well and efficiently done; was so well done, in fact, that not one hour's demurrage was caused to Atlantic shipping by delays on Canadian railways. I have recently received a letter from Sir Joseph Maclay, British Minister of Shipping, in which he points to this fact as a conspicuous example of the effective way in which the work of the Canadian railways was performed.

"Since the war, there has been constituted the Railway Association of Canada, whose executive comprises the presidents of the principal railways in Canada, and in the organization of which is contained various committees from the operating, financial and traffic officers of the companies, who are constituted to act jointly, when joint action would be in furtherance of the traffic necessities of the people or of the railways. Mr. Hanna and myself sit on the executive Committee, and I am very hopeful that with the experience he there gains, he will be confirmed in his original decision to be a railway man and not a politician.

"I have known Mr. Hanna for a great many years, and my appreciation of his personal qualities and official ability as disclosed in the numerous exacting and difficult positions he has been called upon to fill is very great. The fact that he was trained in his earlier years in the service of the Canadian Pacific and has always, both personally and officially, retained a very sincere affection for his former company has not detracted from my appreciation of him.

"Mr. Hanna and I have a great many problems in common and others which are individual because peculiar to the different systems of railway operation, in which we are respectively involved. Occasionally it may be necessary in public utterances for us to refer to each other, or the interests which we represent, but I recognize that these references will be few and far between, because I can imagine nothing of much less public interest or public importance than my opinion of the National Railways and Mr. Hanna, unless it is Mr. Hanna's opinion of the Canadian Pacific and myself. Mr. Hanna rather departed from the rule a few weeks ago in Toronto, and with his characteristic Scotch pawky humor, whatever that means, said that the trouble with me was that I did not believe in public ownership, but that I would hope for its success, and that notwithstanding the fact that the Canadian Pacific had occupied a very unique and strong position within the Empire, in a few months' time it would be number two instead of number one, and that was where the shoe was pinching. As I say, Mr. Hanna intended this to be a humorous remark, but Scotch humor is sometimes hard to understand, and his audience, a most intelligent Toronto audience, misunderstood him and applauded his prophecy of the advent of another railway system, bigger and better than the Canadian Pacific.

"I imagine that Mr. Hanna and myself could sit down today and discuss with the utmost candor the general railway situation. Incidentally to that we could, I think, agree without much discussion as to which was number one and which was number two. I say this without any hesitation or reservation, because I know what a wise and experienced man Mr. Hanna is. I can say with equal confidence, I think, that five years from now Mr. Hanna and I could discuss the question with equal frankness and agree between ourselves as to which was then number one and which was number two. Of course, it would be the same railway, but as I have said, Mr. Hanna is a very wise man. Five years hence he may even be wiser than he is now, but that would not be necessary to enable him to reach a correct conclusion.

A CHEERFUL PROPHET.

"Mr. Hanna has recently adopted the role of prophet for the National Railways. He is a cheerful prophet, and he paints a glowing picture of the future of the properties under his charge. This is as it should be, and he is wise in making it as attractive as possible. He has recently taken his pencil in hand and added together the joint mileages of the Canadian Northern, Intercolonial, Transcontinental, Grand Trunk and Grand Trunk Pacific railways in Canada and the United States; he has likewise added the number of engines and cars of all descriptions, tons of freight carried on all systems and has concluded the National Railways are, or will be, the greatest railway system in the world. I do not dispute his figures as to mileage, and I do not imagine it is of much public importance whether the gross earnings of the combined systems are greater or less than the Canadian Pacific. Up to the present, they are less, although the mileage is greater, but I do say that the test of the best or worst railway is not necessarily determined by mileage, and "best" and "biggest" are not necessarily synonymous terms. Companies must stand or fall on the character of the service they render, and if one railway's service is consistently better than another's, if its officers are more efficient, its service more expeditious and its business transactions with the public more satisfactory, it is the railway which will be rightly regarded as the best, whether its mileage be somewhat more or somewhat less than its rival's.

"The National Railways and ourselves are confronted with conditions of operating which are almost without precedent, and which, with the largest measure of support we can both receive, still render these operations extraordinarily difficult. We both appreciate that the people is a jealous and exacting mistress, but we also know that the public is a generous and persistent friend, nce its confidence is secured. We know, too, that no sentiment will control the success of our efforts.

"Heretofore in Canada there has been, I think, a prevailing decency in competition, which has been encouraging. I have no reason to expect that that will change, or that the methods and measures taken by the National Railways to further its interests and extend its busines will be any less reputable than those taken by the Canadian Pacific or by the Canadian Northern, the Grand Trunk, or any other system, which is now consolidated or to be consolidated into the National Railways, but there is always the danger of political methods being adapted to the business of railroading and political influence being used where business methods fail to accomplish the desired result. I was very glad to read Mr. Hanna's strong plea for independent administration, which means business administration, because I would dislike to see post offices, docks, and public works and institutions of all sorts made dependent upon whether the community desiring them gave support to the National Railways. If that happened we might have to establish libraries, hospitals, theatres and parks in order to meet that new and peculiar political-railway competition.

"The foundation of competition should be the same. The legislative control of Parliament, the regulatory control of the Dominion Railway Commission should be the same in respect of all railways operating under the federal jurisdiction. This is not the case as yet, the Government having reserved by statute special rights to the National Railways not enjoyed by private companies and withheld it in certain particulars from the jurisdiction of the Board of Railway Commissioners, but I am hopeful that in time this will be remedied. The accounting methods and financial returns of all companies should likewise be absolutely identical. Given these essential premises and the National Railways the independent administration which their officers desire and you will see railways competing in this country under conditions which will stimulate their efforts and redound to the advantage of all those who do business with them. Whether these conditions will prevail, I cannot say, because the almost irresistible inclination of those who supply the money is to demand a voice in its expenditure and in the management of the institutions for the financing of which they are responsible.

MORE REVENUE NEEDED.

"I do not pretend to speak for the National Railways, but no doubt, as in the case of the C.P.R., large sums of money are required to complete work that has been heretofore impossible to undertake and to extend facilities to meet the rapidly increasing needs of the country. Neither of us can stand still; we must progress if we are to receive our fair share of the country's prosperity. In order to do this we must have money, and money can be obtained only in two ways, by stock or bond issues, or by revenue. Operating increases cannot be taken care of by the former. The extraordinary recent costs of maintenance and operation can be met only in one way and that is by increased revenue to the companies, and in this we need the sympathetic support of the people who demand a high standard of railway operation and railway service which can be secured only, in view of the prevailing high prices, by paying a transportation charge at least equal to the increased cost of operating. You are all aware that in 1918 railway wages were increased in Canada by an amount aggregating $77,000,000, an amount greater than the interest on the whole of the war debt of Canada; the rates were at the same time increased and they brought in $43,000,000 additional revenue to the companies; in other words, the increase in rates failed to equal the increase in wages by the enormous sum of $34,000,000. There can be only one end to that condition, unless the revenues are readjusted to meet these increasing costs. While rates will have to be again increased, they cannot be increased indefinitely and our great struggle from now on will be to reduce costs in order that in time rates themselves may be lowered. There are only two ways of reducing railway rates, and one is by large increase in the volume of traffic and the other is by decreased cost in the carrying of traffic. No ordinary increase in business will be sufficient to take care of the extraordinary increases in the cost of labor and material which the railway companies have experienced in recent years.

"I know that you, gentlemen, are very well informed on the subject of railroads. I know that many of you are, or have been, persistent users of the railroads, that you have competent critics and that you have come in contact with their operations in a more intimate way than most citizens of this country. You will I think be the first to appreciate the accuracy of my statement when I say that at no time in the history of this country has there been more need for an appreciation of the problems of the railways and more need for support to the railways than now.

A CITIZEN OF COUNTRY.

"There is little if any, merit in that old-time aloofness with which railway companies dealt with the public. The Canadian Pacific is a citizen of Canada, not the first citizen of Canada, but one of the most corpulent. Its problems are the problem of Canada; it has a grave interest in the economic and industrial future of Canada. I can imagine nothing which concerns Canada's progress that does not concern directly, or indirectly, the Canadian Pacific. It is, therefore, proper in its own interests and that of its shareholders, that its officers should take an interest in its commercial and trade problems, and further the solution of them to the best of their ability.

"It is equally proper that Canadians should concern themselves somewhat with the problems and administration of the Canadian Pacific, and there is no occasion, so far as the Canadian Pacific, or any other railway, is concerned for the people to regard them as soulless corporations, when their stake in the country is so great, and their interests and your interests so much in common.

"There is always in the minds of some people a mystery in the existence and operation of any large corporation, whether Government owned or privately owned. It is supposed to conceal within the walls of its offices machinery for many things not directly connected with its enterprise. Nothing could be further from the facts. Being public utilities, they are open to more criticism than other institutions. Their affairs are more public, and their officers better and more widely known. They are easier to understand though they are huge in size, and their ramifications are great. Since 1904 the railways of Canada have been required to justify every rate, act and practice which affected the public or the public interest. Can this be said of any other enterprises?

SANE OPTIMISM NEEDED.

"The problem of increased costs practically brings the railway companies in common position with other citizens of Canada. The cure for it is greater production and trade expansion, hard work and thrift. It sometimes seems to me that we lose sight of the very fundamentals on which the prosperity of this country has been heretofore based. The foundation of our economic stability rests upon perseverance, work and the rewards which come from it. We have no more right to expect to receive high wages and high compensation unless we can give an adequate return in service, than we have a right to expect to appropriate and keep what does not belong to us. The necessity is preached from one end of the country to the other, and it cannot be preached too often, because unless it is practiced this country will not enjoy its share of the world's prosperity and will not be able to meet the very disquieting conditions which have resulted from the economical upheaval of the last five years. Heads of financial interests see it, and advise economy of all kinds. Individuals appreciate it and to some extent are practising it. Governments, federal, provincial and municipal must also see it, and practice it, or else hard times will succeed our present era of prosperity. It has always seemed to me that hard times do succeed any era of great spending or extravagance, and it is a serious commentary on the common sense and sanity of people that it is necessary for the realization of these consequences to be obtained by experience instead of by a careful appreciation of the trend of events and by modification and prudence anticipate and prevent the natural consequences of extravagance and imprudence. I am an optimist; I do not see how anyone could be anything else so far as Canada is concerned, with its natural wealth and the virility of its people, but with great optimism can go equally great discretion, and the fact that a man or a nation, is full of hope and confidence does not mean that he should disregard the warnings of the times, or with his eyes on his own future fail to observe the economical pitfalls immediately in front of them."

In this progress towards full prosperity. Mr. Beatty said he saw the western provinces playing a great part.

"In conclusion I would seriously urge upon you all the paramount necessity of quiet sane consideration of Canada's economic problems as they develop. It is, I think now conceded that most of the errors made in past years have been due to a too ready acquiescence in ill-considered policies and a serious indifference by the people as a whole to the correctness or otherwise of the conclusions reached. I am, I think, quite within the mark in saying that our principal railway and economic mistakes have been due to the lack of keen appreciation in those whose concurrence permitted the adoption of these policies. There is no time in the history of this country when the views of extremists should prevail as little as now. The difficulties which confront us are not insurmountable if the solution of them are given the moderate and sane consideration which is indispensable to a correct conclusion. Appeals to prejudice and traditional hostility are fruitless of permanent good. Given the proper recognition of the diversity of economic necessities which inevitably exists in a country the size of Canada, and a serious and single desire to meet and dispose of them in the interests of the country as a whole, and I would have every confidence that our errors would be reduced to a minimum and the economic strength of the country increased beyond the possibility of serious setback."

OPPOSITION STRIKE SNAG IN LEGISLATURE

Party Majority Sustain Premier That Questions Be Not Answered Till End Session

Victoria—The Opposition ran up against another snag in the legislature this week in its efforts to get information from the government. Last week Mr. Bowser lost out when a party majority sustained the premier's contention that information asked for in the shape of questions on the Order paper must be expected in the shape of a return, which Mr. Bowser, on the strength of his experience in the past, asserted need not be expected to be brought in until the last day of the session, when the information would be useless to the Opposition critics.

This week, W. R. Ross, Conservative, wanted information, by way of a return, on the contents of reports made by forest rangers to the minister of lands, covering a recent forest fire at Cheakamus, on the P.G.E., when a saw-mill and other valuable property was destroyed. The minister of lands refused to produce the reports on the ground that as they were personal opinions expressed by the rangers, they were therefore confidential. He refused to budge from that attitude despite Mr. Ross' contention that official business was open to members of the House.

It is hinted that these reports would throw an interesting light upon a threatened legal action by the sawmill concern against the government railway, the fire, it being stated, having originated from the railway, and, at the time, there were no forest rangers available to prevent its spread, hence the likelihood of a claim for damages against the government.

F. Giolma, soldier-member for Victoria, brought balm to the feelings of members on the government side when he stated on Friday that in his opinion the government had lived up to the spirit of the resolution which passed the House last year calling for preference to be given to returned men in filling government positions, a resolution which the House passed in line with an amendment presented by W. J. Bowser, Opposition leader. But the Opposition this year is persistently demanding to know how it is that government positions are still being held by men who, at the outbreak of the war were of military age and who did not enlist, while veterans back from service overseas and capable of filling these positions, are seeking employment. W. R. Ross aroused the ire of the minister of public works by asking the ages of certain of the district engineers of public works at the outbreak of the war, and if any of them had been rejected for service. The answer disclosed that the engineers in question were of military age, but on the point of whether they had offered their services to their country the minister returned the reply "no information."

The Opposition are also interested in the life and works of one W. L. Woodford, now holding a responsible position as cashier under Commissioner Gillespie, appointed a year ago as receiver of the Municipality of South Vancouver. It is asked is he the same individual who was associated on the inside Liberal campaign committee with the notorious John T. Scott of "plugging" fame, and Joseph C. Cook, who recently fled from Vancouver after embezzling some $3,000 of government funds from the provincial police office there, in which he was employed as cashier, and was appointed by the government to his present position in Mr. Gillespie's office.

OPPOSITION MEMBERS PAID TO LEGISLATE

Such is Contention of Premier in Heated Reply to Criticism of Government

Victoria—Two weeks of talk with little of real work accomplished is the record of the present session of the legislature to date. The debate on the address in reply to the Speech from the Throne is still dragging along and it looks as if it will not conclude until well along to the end of next week. Members are becoming restless and outspoken criticism of the fact that so far practically no legislation of importance has been tabled, is heard.

Premier Oliver rather heatedly replied to a criticism based on that fact by J. W. McIntosh, erstwhile supporter of the government. He declared it was as much the business of members of the House, as of the government itself, to bring in legislation, as that was what the members were elected for and what they were paid for. But he did not deign to explain why promised bills were not forthcoming.

The fact is the government is still unprepared with its legislation, and the situation today is the same as it has been in previous years, despite the assurances of the government last session that a new order was to be instituted this year and business-like methods adopted. Five private bills and three government measures have so far been introduced, the latter of but minor importance. Major Burde, Alberni, has introduced a measure designed to regulate the hours of labor in industries, the specific object being to reduce hours of labor in saw-mills. Mr. Hawthornthwaite, Newcastle, has introduced a bill to give the government power to cancel the charters of incorporated companies which do not live up to the obligations of their charters. This latter bill seeks to obviate the situation created by the B. C. Electric company and the B. C. Telephone company, both of which, by having their operations declared to be of public advantage to Canada, withdrew themselves from the jurisdiction of the Provincial Public Utilities Commission and came under the control of the Board of Railway Commissioners. In consequence the province is possessed of a public utilities commissioner drawing $7,000 a year and with practically nothing to do.

A bill to amend the Pre-emptors' Free Grants Act has been brought in. Under the existing act returned soldiers can only secure their free grants upon furnishing evidence of their discharge. Cases have arisen where men are still attached to units although they have returned to this country. It is the purpose of the amending bill to permit free grants to them even if they have not been discharged.

ENORMOUS INCREASE IN PROVINCIAL DEBT

Bonded Indebtedness Doubles In Little Over Three Years—Surplus Is Paper One

Victoria—With the recent loan of $2,500,000 floated by the provincial government for P.G.E. purposes, the aggregate bonded indebtedness of the province is approximately $33,000,000, or nearly double what it was at the end of 1916 when the present Liberal administration took office, a little more than three years ago. Then the debt was put at approximately $18,000,000. The present government had, therefore, borrowed about $14,000,000. Next year this large total will be swelled by a further loan of $4,000,000 to be utilized in the construction of the P.G.E. into Fort George and for other purposes.

The financial operations of the government will undoubtedly be a fruitful topic of discussion at the present sesson. The opposition scoffs at the claim advanced by Hon. John Hart, minister of finance, to a surplus of some $1,440,000 in current revenue over current expenditures for the fiscal year ended March 31, 1919, as shown in the public accounts just tabled. They claim this so-called surplus is merely a bookkeeping one. W. R. Ross this week in the House suggested that the minister of finance, being a young and more or less inexperienced man, was just "kidding" himself that he had a surplus.

MINING SHIPMENTS

Returns Made of Ore Sent to Trail Last Year

During 1919 twenty-two properties of the Boundary-Similkameen shipped ore to the smelter in Trail. Of these the Consolidated's property, the Emma mine at Coltern, shipped 21,444 tons of iron-copper bearing ore, valuable for flux. This exceeded by several times aggregate tonnage of all other Boundary-Similkameen Trail contributors combined. The Horn Silver, Similkameen is credited with a production of 665 tons, and the Providence, Greenwood, is credited with 336 tons. Bell, Beaverdell, ranked third with 291 tons. Other Boundary-Similkameen shippers were: B. C., Eholt, 120 tons; Buster, Beaverdell, 8; Canada Copper, Greenwood, 12; Castor Fraction, Beaverdell, 35; Don Pedro, Greenwood, 18; Duncan, Beaverdell, 31; Donohue, Nicola, 8; Galconda, Keremeos, 20; Inland, Paulson, 9; Mary Reynolds, Nicola, 142; North Star, Greenwood, 2; Napanee, Beaverdell, 1; Princeton, Princeton, 18; Revenge, Beaverdell, 34; Sally, Beaverdell, 106; Standard Fraction, Beaverdell, 27; Stemwinder, Greenwood, 29; Union, Lynch Creek, 81; Waterloo, Lightning Peak, 13 tons.

Why Many of Us Get Looked After

I was praising my wife for her devotion and care in nursing me through a critical illness. "Well, Henry," said she, "who wants a widow with three children?"

KEREMEOS

The quarterly official board of the Methodist church met on Monday evening, Feb. 9, and transacted all business relating to that church, for the third regular session of the board. A unanimous invitation was extended to the pastor to return for the ensuing year beginning on May 1.

* * *

A social gathering under the auspices of the Anglican church was held in Coleman's hall on Tuesday evening, Feb. 10. A pleasant evening was spent in games, music, singing, etc.

* * *

A literary evening given by the Young People's Bible class of the Methodist church was held at the home of Mrs. D. J. Innis on Tuesday evening, Feb. 10, a special programme having been prepared for the occasion.

* * *

A special Valentine tea party was given by the Women's Institute at Mrs. Keeler's on Thursday afternoon Feb. 12, which was well patronized by the ladies of the Community.

* * *

On Thursday evening, Feb. 13, a Valentine leap year dance was held in the packing house of the B. C. Growers and very much enjoyed by the young people.

* * *

Mr. and Mrs. McGuffey, of Vancouver, are visiting at Mrs. R. C. Clark's.

* * *

A meeting of the board of trade was held in the office of the Keremeos Land company on Saturday afternoon Feb. 14, a goodly number of the members being present. Several questions of interest to the community were discussed, such as good roads, the government telephone system, the need of a better mail service, etc. Action will be taken by the committees to see if it is not possible to secure improvements along these lines, and it is believed that by concerted efforts by the citizens will result in greater efficiency being given by those in charge of our public works departments in our governments.

* * *

Mr. H. Tidy is on a business trip to the coast cities.

* * *

The improvements to our local school are very satisfactory to both pupils and teachers, and are very much appreciated by all members of the community.

FARMING

The Farmer, quite as much as the Merchant and Manufacturer, should conduct his affairs in a business-like manner if he is to succeed and prosper.

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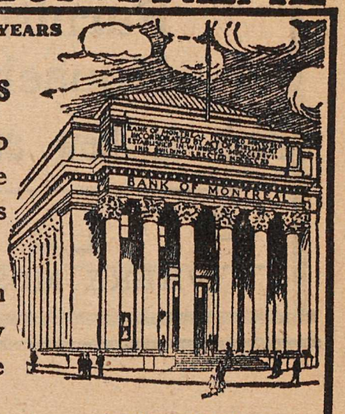

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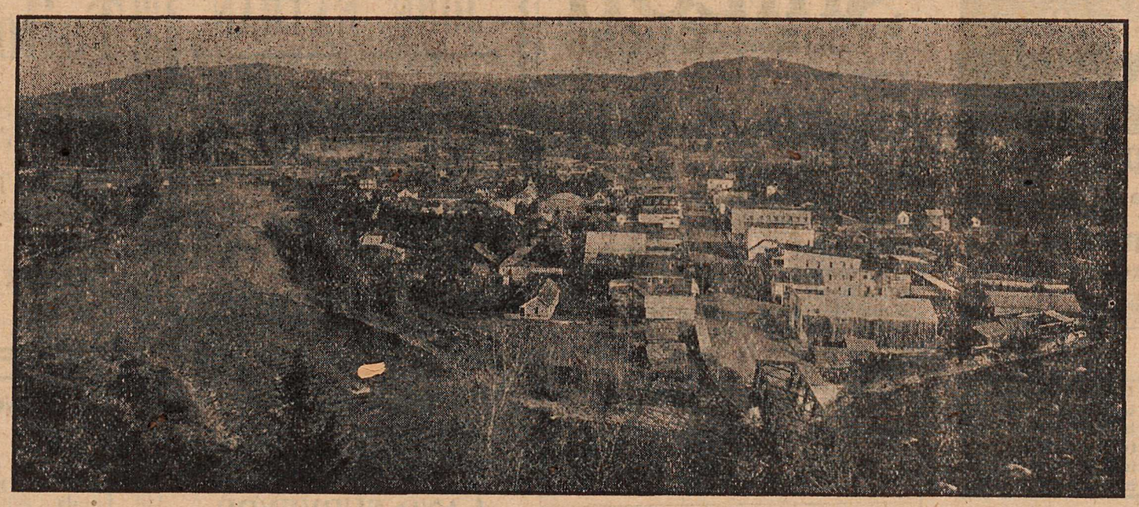

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MARTEN						
Heavy Furred	Dark	200.00 to 160.00	150.00 to 100.00	85.00 to 65.00	50.00 to 40.00	50.00 to 25.00
	Brown	150.00 to 100.00	75.00 to 60.00	50.00 to 40.00	35.00 to 28.00	35.00 to 20.00
	Pale	75.00 to 50.00	45.00 to 35.00	30.00 to 26.00	25.00 to 20.00	25.00 to 15.00
Light Furred	Dark	100.00 to 80.00	75.00 to 60.00	50.00 to 40.00	35.00 to 28.00	35.00 to 20.00
	Brown	75.00 to 60.00	55.00 to 45.00	40.00 to 30.00	26.00 to 22.00	26.00 to 15.00
	Pale	50.00 to 40.00	35.00 to 30.00	28.00 to 24.00	20.00 to 18.00	20.00 to 12.00
MINK						
Fine, Dark		40.00 to 32.00	28.00 to 22.00	20.00 to 16.00	15.00 to 13.00	15.00 to 8.00
Usual Color		30.00 to 25.00	20.00 to 17.00	15.00 to 13.00	12.00 to 10.00	12.00 to 6.00
Coast		22.00 to 16.00	15.00 to 13.00	12.00 to 10.00	8.00 to 7.00	8.00 to 4.00
MUSKRAT						
Spring		8.00 to 7.00	6.50 to 5.50	5.00 to 3.75	3.50 to 2.75	3.00 to 2.00
Winter		6.50 to 5.50	5.00 to 4.00	3.50 to 2.75	2.50 to 1.75	2.50 to 1.50

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Father Pat

(From Trail News)

We don't go much on parsons,
Here in the mining belt
'Tween Rossland and Similkameen,
But there was one we felt
most uncommon liking for,
You may take my word for that—
he latch string hung outside each door
For good old Father Pat.

He wore the Church of England brand
But didn't bank on creeds;
His way to hearts was not with words,
But helpufl, lovin' deeds.
Though we were hard to work upon—
Not readily enticed—
We called him the first Christian
That ever lived—since Christ.

He never peeked at keyholes,
Nor fought the cigarette;
He never frowned on larger beer,
Nor games of chance—and yet,
I think that if there is a place
Where good soulsget their dues,
They'll find room there for Father Pat,
'Fore preachers you might choose.

He never built no churches,
Nor learned to primp or pose;
His shoes were red and dusty,
And he never wore good clothes;
His manners were just Christian,—
Becomin' meek and mild;
And he loved each roughneck miner
Like a mother loves her child.

If one of us was ailin'
He'd take his pack and hike
To that cabin in the mountains
Where illness chanced to strike,
And he never thought of leavin'
Till all was right and well:—
And that's why most of us miners won't
Meet Father Pat in hell.

He died: We built a monument
At Rossland, on the hill,
And many sunburned prospectors
Chipped in to pay the bill.
And when I look upon it,
A great big tear starts:—
But it's nothing to the monument
He built within our hearts.

NOTICE

Notice is hereby given that I, Wm. Johnston, of Criss Creek, farmer, intend to apply to the Minister of Lands for a licence to prospect for coal and petroleum on and under the following described lands in the Kamloops Division of Yale District;

Commencing at a post planted at the southwest carner of Lot 1041; thence 80 chains east; thence 80 chains north; thence 80 chains west: thence 80 chains south to point of commencement, containing 600 acres more or less,

Located this 26th day of Jauuary, 1920.

WM. JOHNSTON, Locator.

NOTICE

Take notice that I, Norman Le Fever, of Princeton, B. C., intend to apply to the Minister of Lands for a licence to prospect for coal and petroleum on and under the following described lands in the Kamloops Division of Yale District;

Commencing at a post planted at the southwest corner of Lot 1042, and running thence 80 chains east: thence 40 chains north; thence 80 chains west; thence 40 chains south to point of commencement, containing 320 acres, more or less.

Located this, 26th day of January, 1920.

NORMAN LE FEVER, Locator

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For Sale—Good wagon and sleighs. Apply Co-Operative Store.

For Sale—Burebred registered Berkshire boar, Write Box 217, Princeton.

For Sale—Seven-room house with bathroom and pantry, and lot ,on corner of Billiter avenue and Lime street. For particulars apply to Frank Logsdon, Princeton.

Wood—See Wm. Huff for good dry wood, $2.50 per rick. Wood delivered Wednesdays and Saturdays. Leave orders at Princeton Garage. Phone 44.

For Sale—Black Siberian hares. Apply MacKenzie, of Tullochard, near Princeton.

For Sale—Dry wood, $2.50 per rick delivered. Patronize returned soldiers. Gulliford Brothers. Leave orders with J. Nathan.

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When your blood is impure you suffer not only the ailments that are directly traceable to your condition but you are especially susceptible to certain diseases, while your power of recovery from sickness or injury is greatly lessened.

"Bad Blood" is a constant source of danger.

Impure blood may be inherited, or it may be acquired; whatever the cause, a course treatment of Nyal's Blood Purifier will prove beneficial. A dollar buys a large bottle.

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CIGARS and TOBACCOS
CONFECTIONERY

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Assoc. Mem. Can. Soc. C.E.

CIVIL ENGINEER
AND BRITISH COLUMBIA
LAND SURVEYOR

PRINCETON, B C.

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PRINCETON LODGE No. 50
Meets 1st and 3rd Wed. at 8 p.m. in I.O.O.F. Hall
Visiting Brothers Welcome.

P. E. ROWLANDS, C. C.
P. RUSSELL, K. B. S.

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Regular meetings, 8 p m., Thursdays, Sojourning brethren welcome. Hall situate on cor Bridge St. and Vermilion Ave.

C. BROMFIELD, N. G.
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Meets Fourth Tuesday at 8 p. m. in I. O. O. F. Hall.
Visiting brethren welcome.

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Comfortable and Well Lighted
Cigars, Tobaccos, &c.
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H. McCONNELL

OF VANCOUVER

Tailor Shop

Up Stairs over Willarson's & Co.'s Store

Practical Tailoring. Suits Made to Order.

Cleaning and Pressing

NOTICE

Take notice that I, D. Wilson saddle maker of Calgary, Alberta, intend to apply to the Commissioner of Lands for a licence to prospect for Coal and Petroleum under the following described land—

Commencing at the South-West corner of Lot 1520. Kamloops Division of Yale District, thence 50 chains east, thence 80 chains north, thence 50 chains West, thence 80 chains south, to point of commencement.

Located this 8th day of December, 4919.

D. WILSON, Locator,
By W. S. Wilson, Agent.

NOTICE

Take notice that I, E. Wilson, married woman, of Chilliwack, British Columbia, intend to apply to the Commissioner of Lands for a licence to prospect for Coal and Petroleum under the following described lands—

Commencing at the South east Corner of Lot 1156, Kamloops Division of Yale District, thence 80 chains north, thence 80 chains west, thence 80 chains south, thence 80 chains east to point of commencement.

Located this 8th day of December, 1919.

E. WILSON, Locator.
By W. S. Wilson, Agent.

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SWANSON & BROOMFIELD, Props

Best Hotel in the Interior of British Columbia

EUROPEAN PLAN

New and Modern Throughout. Rates Reasonable.

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AUTO BUS MEETS ALL TRAINS
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Clean Rooms,
Good Board
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Tulameen Hotel

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Rates Moderate
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Kettle Valley Time Table

Via. tne Coquihalla Route

Eastbond—Leave Vancouver at 7:30 p. m. daily, arriving at Princeton 4:15 a. m., and Nelson at 11:05 p. m.

Westbouud—Leaving Nelson 9:15 p. m., arriving at Princeton 3 p. m., and Vancouver 12 midnight.

ESTRAY NOTICE

One two year old bay fillie, branded S. G. on left shoulder. $10 reward for return of same to S. R. GIBSON, Five Mile.