◆ THE WEATHER ◆
Continued cold weather hangs with us, despite the advent of spring in everything but the actual goods. Little change likely.

◆ A QUOTATION ◆
An able man man shows his spirit by gentle words and resolute actions—CHESTERFIELD.

# The Princeton Star

*A Community Paper Published Weekly In The Interests of the Rich and Resourceful Tulameen and Similkameen Valleys*

Thirty-Third Year; No. 20 | PRINCETON, B. C., THURSDAY 23RD MARCH, 1933 | $2.00 Year; 5c Copy.

## LOOKING IT OVER AND OVERLOOKING PLENTY

The quality of mercy is not strained—just strangled.

## BIRTHS

HOGAN—At Princeton General Hospital, on Thursday, 23rd March, to Mr. and Mrs. J. Hogan of Princeton, a son.

KEENLEYSIDE — At Princeton General Hospital, on Wednesday, 22nd March, to Mr. and Mrs. G. Keenleyside of Princeton, a son.

MAROCHI—At Princeton General Hospital, on Thursday, 23rd March, to Mrs. R. Marochi of Blakeburn, a son.

## The Weather

| March | Max. | Min. |
|---|---|---|
| 16 | 47 | 30 |
| 17 | 50 | 23 |
| 18 | 48 | 27 |
| 19 | 49 | 28 |
| 20 | 51 | 28 |
| 21 | 40 | 25 |
| 22 | 46 | 16 |
| 23 | 44 | 24 |

### THE SUN

Thursday, 23rd March, sun rises 6:15 a.m.; sets 6:28 p.m. Thursday, 30th March, sun rises 6:07 a.m.; sets 6:37 p.m .

### THE MOON

Thursday, 23rd March, moon rises 4:52 a.m.; sets 1:25 p.m. Thursday, 30th March, moon rises 8:42 a.m.; sets 5:10 a.m.

## Court Blotter

**Smart—But Not Enough**

A smooth relief-seeker who enrolled at the local airport camp, obtained his clothes ration and promptly boarded the next outgoing freight made just two mistakes. In the first place, he forgot his relief card; in the second, he came back to get it. Provincial police spotted him getting off the train and he was charged, tried, and given 30 days under a special section, 359c of the Criminal Code .

## Weddings

**NORBERG-BROWN**

A wedding of considerable local interest was celebrated at the home of the bride's parents Saturday when Rev. J. C. Goodfellow united in wedlock Peter Norberg and Ina Margaret Brown, daughter of Mr. and Mrs. James Brown, all of Princeton.

Witnesses were James Brown and Mary Mitchell.

After the felicitous event the happy couple were roundly congratulated by a host of merry friends at a reception.

Mr. and Mrs. Norberg are both very popular young people, and will take up married life with the best wishes of a host of friends. They will reside in Princeton.

## TRIPLE TIE IN CITY LEAGUE

ALLENBY, United Church and Cosmopolitans ran themselves into a virtual triple tie in the City Basketball League as four games were run off this week.

Allenby took the spunk out of the luckless Motor Devils in a hard fought game Thursday, 19-15, and United Church continued the rout Monday giving a sparkling display to win 20-6.

Meanwhile, atoning for their surprising flop in the opening game, Cosmos hit their stride to take the United Church 19-15, and piled up a record score against the Airport, 38-9.

The matter of the favored spots in the playoffs ,about the only thing the teams have been playing for, is about as open as ever. The only thing certain is that Allenby, United Church,

(Continued on Page 4)

# Rail Abandonment Draws Protests

### Similkameen Line Will Be Closed Out By Great Northern

**GREAT NORTHERN railway service in the Similkameen will shortly be discontinued if plans announced in a recent statement by the transportation company are persisted in. It is the intention of the Gr. thern to completely line.**

Consistent annual losses as the reason for this retractio...

The Great Northern was the first railway built into the Valley, and has given service since 1905, though of late years the service has been greatly reduced.

The fact that the G. N. has to pay heavy rentals to companies from which it has secured privileges is given as one of the major reasons given for the company's present action.

The company expresses reluctance to have to discontinue this service and so deprive the Keremeos fruit shippers of a valuable convenience.

"Unfortunately", states a special announcement to the Star by the company's Canadian legal adviser, "nearly twenty years ago the company entered into long term leases with two Canadian companies for the use, at heavy annual rentals, of portions of their respective lines which the Vancouver, Victoria and Eastern so acquired for an extension of its system it was then proposed to make. One of the leased sections, which is owned by the Canadian National, was never made use of by the Vancouver company. Only very slight use of the other section was ever made for traffic purposes, and for many years it has not been used for any purpose whatsoever. Notwithstanding this, the Canadian companies have received their rentals every year, and still claim to be entitled thereto. The rentals are so large and burdensome as to render impossible the further operation of the complete system of the V. V. and E., which since the making of the leases has in consequence suffered a heavy loss each year.

"Before concluding to abandon the Princeton branch the company made strenuous efforts to obtain relief from the burden of the Canadian National lease for at least part of the term, but met with no success. Had this relief been extended, the company would have endeavored to continue the Princeton branch. The cost of operation and maintenance of the line in 1932 was $32,000. The taxes payable to the Province of British Columbia from this line are annually in the neighborhood of $13,000.00

The five subsidiary branches of the Great Norhern in Canada have been operated for thirty years without subsidy or exemption from taxation of any kind. Total capital investment amounts to nearly $35,000 000. and over a period of 30 years the loss on Canadian operations is about $18,000,000, without making any allowance for capital investment.

"In bygone days the Great Northern itself extended to its subsidiaries such financial assistance as they from time to time required. This is no longer possible. The loss on operations in the United States during the year 1932 exceeded $13,400,000.00

"The decision to abandon the various branches was reached with a great deal of reluctance after long and careful consideration and the exhausting of every effort to meet the situation in some other manner. It is contrary to the policy of the Great Northern to forsake communities which it has served over long periods of time, but the existing circumstances and in particular the absence of the extension of relief from the unusually onerous rental agreements have placed the situation beyond the control of the company, and left no alternative but abandonment."

Brigadier General Sutherland Brown distinguished British Columbia militarist, paid a visit of inspection to the local airport camp this week.

In honor of his visit a unique salute was arranged, in the form of the setting off in quick successsion a number of charges of dynamite, in blasting stumps in the work of clearing the landing field.

### Local Boards of Trade Unite In Effort To Maintain Service

**VIGOROUS PROTEST from a number of angles has been the Similkameen's reception to the anouncement of the proposed abandonment of the local branch of the Great Northern Railway.**

With the first public announce- t private citizens and public s took up an attitude of protest, and a movement is already on foot to attempt to stay off the threatened foreclosure.

Simultaneously the Associated Boards of Trade of the Similkameen and member boards at Keremeos, Cawston and Princeton took steps to arrange united action and while the Coalmont-Blakeburn-Tulameen district is not directly interested, they can be counted on for their support.

A meeting of the Associated council will likely be held early in April As soon as the announcement was made the secretary communicated with the boards directly interested and also asked the president for sanction to advance the regular quarterly meeting.

Announcement regarding this will be made in a few days.

**KEREMEOS FRUIT GROWERS HIT.**

The chief complaint comes from the fruit industry at Keremeos and Cawston. The railroad is a great convenience in the shipping season, and invariably it is necessary to put on extra trains at that season of the year. The growers say that trucking would not substitute for rail service.

Keremeos Board of Trade has taken the matter up with Mr. W. C. Ditmars of Vancouver, and has requested that he carry the fight to Victoria. Keremeos is recommending that the Provincial government waive taxation for the present.

**181 CARS IN 1932**

E. A. Morrissy, secretary of the Keremeos board of trade, is authority for the following figures covering Keremeos shipments for 1932: shipped out—fruit, 150 cars; livestock 20 cars; shipped in—coal, 3 cars; box shooks 8 cars; total, 181 cars.

The Great Northern built into the

(Continued on Page 2)

Evan Thomas was a visitor to Merrit on Friday.

# KELOWNA NOT SYMPATHETIC TO MR. EVANS

### Agitator Greeted By Large But Apathetic Audience

ARTHUR H. EVANS, militant "labor agitator, is back in Princeton after an invasion of the Okanagan. His present plans are unknown, but his actions are being closely watched.

Evans, according to press reports from the Okanagan town, failed to arouse the response in Kelowna that he has in Princeton. He waged his usual vigorous attack against established order without official interference, and he was greeted by large audiences. The auditors were, however, for the most part apathetic, and a times openly hostile.

His fund for his defence against a serious charge laid at Princeton did not benefit greatly, as his total receipts from two meetings are reported as $25.00, which would not pay for the hall.

Mr. Evans called on his usual stock of colorful adjectives as he flayed federal and provincial governing systems and "rotten justice" attempting to show by personal precept how "capitalistic persecution had worked against him in Princeton.

"Evans is not a particularly good speaker, but he was often successful in arousing the humor, if not the indignation, of his audiences by his references to men in public life", says the Kelowna press.

Evans flayed the attorney-general's department, the provincial police, the press, and other institutions. He alleged that he was being persecuted and "railroaded" He said that orthadox Socialists were mere Social-Facists, and that in order to sve themselves from starving in a land of plenty the workers must seize control.

"Mr Evans said that the C.L.D.L. undertook the defense of organizers arrested while working for the good of the cause, yet Mr. Evans, who is working in the interests of this organization, is touring the country seeking financial assistance"

"The audience, judging from the nature of the questions fired at Mr. Evans, was not particularly sympathetic, and no effort was made to form an organization under the Evans banner."

Princeton experienced a light fall of snow to-night. Yesterday the temperature dropped to sixteen above .

# *Runaway Car Fatal To Tulameen Coal Miner*

### THE VERDICT

THAT Joseph Rossi came to his death of the 17th March, 1933 at he hour of 3:05 a.m. at the Tulameen Coal Mines' No. 2 slope. he being struck by a runaway car. Accidental death due to lack of proper knowledge in the fulfillment of their duties.

We recommend the Company and all employees of all mines be instructed in their duties according to Mines Regulations Acts and all rules and regulations governing coal mines.

We recommend that the back of all mine car have couplings and pins securely fastened so that they cannot be removed.

We recommend that the Resident Mining Inspector consider along with the management of the Tulameen Coal Mines, the feasability of providing adequate security against run-away cars.

(Signed) David Muir (foreman), Johnson W. Clark, Clarence R. Mattice, George Shorthouse, George Campbell, John Howarth

## Obituary

**ROSSI**

The tragic death of Joe Rossi was one of those harsh blows that disurbs the feelings.

Joe was a very ordinary boy—typical of many who live among us, grow up with us, and become so much a part of us that we are apt to ake them for granted. They do their work, enjoy their leisure, play their games with genuine though unostentatious enthusiasm; and in short are just common good fellows.

Joe was perhaps never particularly good; but he was never bad, in the sense of his associations with his fellows. He played a minor role in life well.

Joe was born in Ladysmith, V. I., 26th September, 1906. He was the second son of solid parents who had come out from Italy many years before.

He was a typical product of the Western Canadian coalfields. He spent his life in the shadow of the mines. His boyhood was spent and his schooling received in Ladysmith,

(Continued on Page 4)

### Coroner's Inquest Finds Accidental Death But Has Recommendations

**STRUCK by a run-away car on the No. 2 Slope Tulameen Coal Mine at about 3:10 a.m. Friday, Joseph Rossi, 26, well-known Princeton youth, was instantly killed.**

A mine car had been pushed over the knuckle without being coupled. Two fellow-employees dodged out of the way, but Rossi was evidently excited, and failed to jump clear of the track.

**A coroner's jury which sat into the early hours of Tuesday morning, after bringing in a verdict of accidental death, found that the fatality was occasioned by certain employees being inadequately informed as to their duties, but strangely enough did not attach any blame.**

Rossi was killed instantly .Cause of death, according to Dr. J. R. Naden, was brain lacerations. Dr. Naden said in evidence: "I found a compound fracture of the skull. The skull was completely crushed. There was a severe brain lacration; compound fracture of the left humerus; right shoulder was almost completely severed; fracture of the left femur; lacerations of the left arm, and fracture of the right upper jaw."

**COLLEAGUES TELL OF INCIDENT**

Both of them eyewitnesses of the fatal impact, Eli Plecash, partner of the ill-fated man, and fireboss David Francis, in charge of the mine on that shift and who happened to be on the spot, told a graphic story of the circumstances at the inquest.

Eli Plecash said he worked in No. 2 right place, No. 2 slope, No. 2 mine of the Tulameen Coal Mine, Princeton. About five minutes after 3 a.m. Plecash, Rossi and Francis were in the working place. Plecash had drilled a hole for a shot before firing which Francis was waiting for rope rider William Mattin to bring a trip of cars to the working place. Mattin came up from the place known as the Diagonal and shouted to Rossi to turn the switch for him, so he could bring the two cars to the place. Rossi turned the switch, and sat down on the side of the track near the switch waiting for the trip to pass.

"Dave Francis and myself were in Two Right, just starting off Two Slope. I was on the lower side and he was on the high side. I held the cable in my left hand; Dave Francis had the other end. I was leaning over and looking up the slope to see if the rope-rider was coming down with the cars .

**"All of a sudden I heard a 'shistling' noise like wind, and I hollered to Dave something had happened. Dave and I hollered to Joe Rossi to look out. We hollered twice. He made a jump right away and he started running down the slope towards us. I was watching. I saw a car coming I was watching to see if Rossi was going to get away on the Diagonal road.**

**"I saw the car hit him at the frog. I jumped behind Francis in our working place, and the car stopped in front of us.**

**"I hollered twice again, 'Joe, Joe!' I got no answer.**

**"I ran around the other side of the car and I saw Joe lying under the car. I stooped down and looked at him. He was dead."**

he is, Dave. He is dead.'

"I shouted to Dave Francis, 'Here

"Dave said, 'Run for the stretcher and phone to Mr. Strang and the Doctor.' I did."

Witness said there was no defect in Rossi's hearing. Distance between the switch and their working place was about 35 feet. The was ample room at the switch for a man to get clear of the track, and timbers to take shelter behind. There were four men woking in a place down the diagonal. The cable was not attached to the car.

Witness said that when he went for the stretcher he saw the cable lying along the main level. The cable could not have come off the car on the slope. It was the job of the rope rider to attach the cable to the car. The width of the two tracks at the point where Rossi was struck is at least twelve feet.

C. Phillip, a relative of the deceased, directed questions to several winesses aiming to determine whether this was a safe landing, or whether there should have been a safey block there to prevent such accidents. Without exception the witnesses said that owing to peculiar conditions at this point with regard to the diagonal slope, a safety-block would have been impractical. It would have to be removed before the cars were sent over the knuckle, would afford no protection, and would only be in the way.

Manager T .M. Wilson entered a plan of this part of the mine. The hoist is 26 feet from the top of No. 2 slope. Mr. Wilson explained that a safety block would have to be put at the top of the slope, and would have to be removed before a car was sent over the knuckle. He said there was a possibility of accidents happening at any time.

There was no shortage of couplings. The possibility of the coupling dropping off was remote.

It is not possible for a car to run down his slope unless it is pushed over. The grade is about fifeen percent. The knuckle is raised about ten inches above the level of the grade of the slope.

**FIRE BOSS TESTIFIES**

Fireboss David Francis gave evidence that corresponded closely with that of Plecash regarding the circumstances of the accident.

After the car stopped he shouted, "Joe, are you all right?" and, getting no answer, went into the slope to investigate. He noticed a glove up the slope. Going to the other side he saw Rossi in a huddle. He pulled him clear of the car and with the help of two miners wrapped the body in brattice cloth. He then examined the car. In his opinion there had been no defect. There was no coupling on the car.

Witness stated he had known Mattin for two and one half years and had found him reliable. He knew of no previous accident, or any runaway cars. The slope was awkward but conditions were fairly good.

He said a safety block would be a source of danger to the rope-rider.

**FORGOT ABOUT COUPLINGS**

**Frank Iacchini** said that as operator of the hoist, he pulled a car with a machine on the back of the trip. He took one empty car and put it with the machine, and went down the Diagonal and pulled two more cars, loaded, and brought them to the top of the slope and pushed two empties up to the knuckle. They were not coupled. One empty ran away and killed Joe Rossi.

**"The two empty cars were supposed to be coupled, and I am supposed to couple them."**

Witness said he had been running a hoist in the mine for about four years. He was about 20 years old.

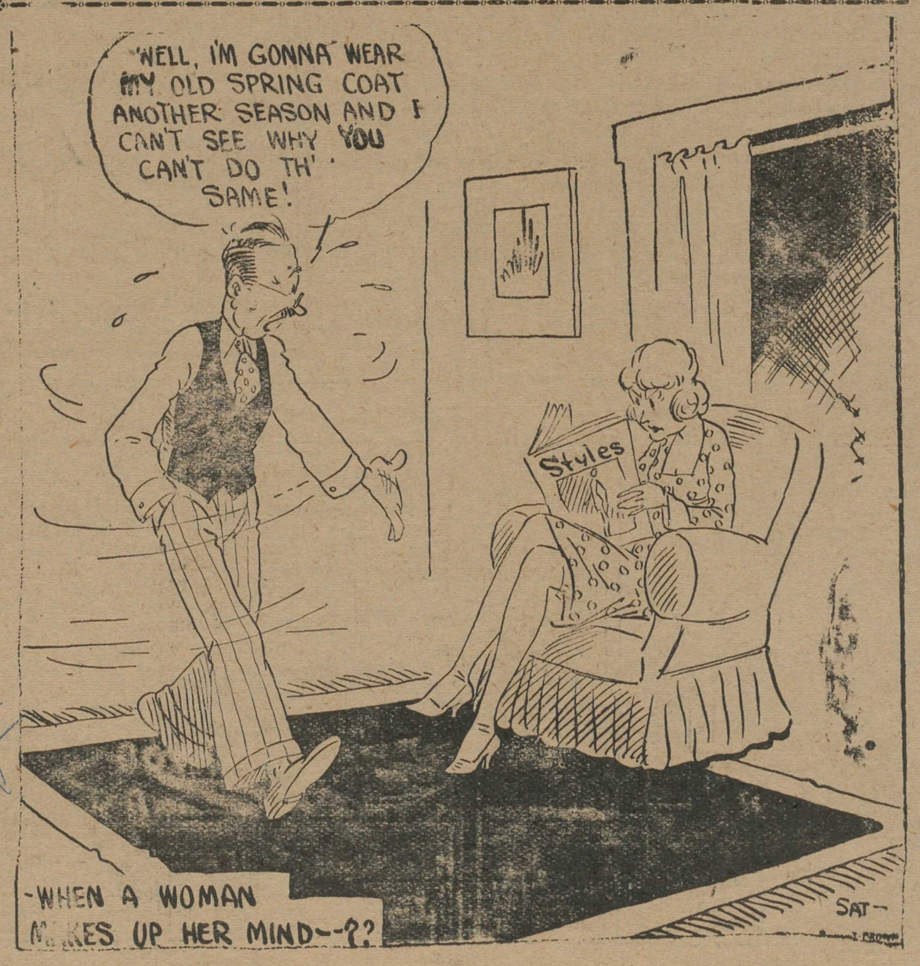
In answer to a question of district mines inspector J. G. Biggs, witness said they were not very busy that morning and he had lots of time. He said that he and Mattin pushed the two empty cars to the top of the knuckle. They did not look to see if they were coupled before they pushed them up the knuckle. Rope riders are supposed to see they are coupled before the cars are sent over. Witness said the rope-rider did not look.

"I removed the couplings from the empty cars about an hour before for a trip of loaded cars out on the level. I forgot that I had removed the couplings. If the car had been coupled it would have been held by the other car when it went over the knuckle.

"We had six or eight empty cars at the time I took off the couplings to use them on the other trip. We always had enough couplings to

( Continued on Page 4 )

## *'Twas Ever Thus*



# The Princeton Star

*A Community Paper*

An Independent Newspaper published every Thursday, at Princeton, the center of the Similkameen, by the STAR PRINTING AND PUBLISHING COMPANY
— Dave Taylor —

Rates: on application.
The Star welcomes contributions on any matter of interest.
Please Note—To ensure publication, news and advertising copy must be in this office not later than Tuesday Noon.

PRINCETON, B. C., THURSDAY 23RD MARCH,


## *Jim Hill's Line*

Shades of Jim Hill! The super-optimist of thirty years ago would turn in his grave if news of the proposed abandonment of his Similkameen brain-child could reach him. Thirty years ago hardy pioneers who had forged their way over the towering Hope mountains into this supposed second garden of Eden were singing the praises of that master-builder. To-day they are looking for someone—not a Jim Hill; just a man who will stay with Jim Hill's ship.

We have often thumbed, with perhaps a touch of condescending sympathtic amusement, the early files which for a time are little more than a glorification of Jim Hill. Pioneer speculators are not unknown for their enthusiasm and certainly time has proven that they had more of this than of historical accuracy. Thirty years ago a score of schemes were competing with deadly rivalry for running rights through the Similkameen All the governments heard was railways They are still hearing about them, Lord knows, but the tune is altered.

The Great Northern came; or rather limped. Like many another, Jim Hill's appetite was perhaps much bigger than his stomach, and by the time Jim Hill got to Princeton things had changed in more ways than one. Jim Hill's Similkameen road has just limped since, and Jim lived long enough to see more than one of his enthusiasms exploded. But there have been more than Jim Hill disappointed. And there are not a few who still have Jim Hill's optimism. Perhaps there are many things worse.

The Great Northern has never meant much to the Similkameen, and it is only too obvious that financially at any rate the Similkameen has not meant much to the Great Northern. But it is a safe wager with any company that Jim Hill once headed there will be a certain amount of sentimental reluctance over giving up the Similkameen ghost And this is certainly echoed in the Similkameen.

But we are not so sure that sentiment is the only goad to call for another injection of Jim Hill's optimism into the wasting body of his Similkameen line. Figures do not lie, but they do not always tell the whole truth. While it is quite true that the ledger is all against the operation of this line, there are a lot of things that do not get into the ledger—unless you keep ledgers like Jim Hill did, where "potential" looms large.

In a new country we are not so sure that cold figures invariably form the basis for even sound business calculations. If it had not been for a liberal dose of Jim Hill's optimism the western hemisphere would still be unknown; and this same faith and courage is the reason for many a powerful western city while a few miles away stands a ghost town that had equal opportunities and many good business men, but no Jim Hill's.

It is quite true that Jim Hill's tonic will not alone save the situation. Were Jim Hill alive to-day he would doubtless have a vastly changed perspective. Cold figures strike hard these days

But we must do what Jim Hill did or should have done: we must take a long time view of matters, and if our calculations disappoint us, we might well enquire whether the error be in time or in tact. After all is said and done it is ridiculous to say after thirty years that such and such has been proven to be a business fallacy, when the development of a community is at stake. The world was not made in thirty days, and it will not be adequately harnessed in thirty hundred years.

We believe there are still a good many Jim Hill's who could look at the Similkameen to-day, admit the disapointments of thirty years and say "she still looks good to me." It may not be for another thirty years, but to us the Keremeos district still looks good.

And we are not slow to realize that those of us who are on the ground will have something to say with regard to how long it takes to justify Jim Hill's confidence in this valley.

The first call is for self-dependence. The second is for united action. It is our own view that the relations between the upper and lower valleys have not, in our time at least, been such that the best results would accrue to this valley. Keremeos has seemed of laet years to turn towards Penticton, as its business center solely. There could be nothing that would expose the fallacy of this inclination more than the present crisis. Keremeos and Penticton it is true, as fruit-producing centers, have interests to some extent in common. But they are so much in common that they compete, if they do not clash. The alarm at the threatened suspension of G. N. service shows very clearly which is Keremeos' logical outlet; and that the alarm is mutual shows just as clearly the real community ties. Commercially and geographically this whole valley is a unit. It is up to each and every citizen to loyally maintain and contribute to this unity. There is no other way this valley can ever come into its own.

Some will no doubt say that this is the worst time that such a subject could be broached. We think people who are really interested in the common good will be ready to accept frankness ,and we look on inherent loyalty from all parts of the valley as a prime requisite to success.

We believe that if we will all put our shoulders to the wheel we can sav the Keremeos district a serious set back—a set-back that would be all against the interests of this valley. We believe that this is just as important to Coalmont and Princeton as it is to Princeton, for we must advance as a unit.

We believe we can still keep Jim Hill's flag flying; and we believe we can make this a rallying point for our fortunes, and carry on with a united front to at least some of that prosperity that Jim Hill expected for us—and of us.

## *Authoritu*

It is seldom that we offer any comment on decisions of the courts. That we do so in the latest local instance is not to suggest any disparagement of the jurors or any criticism of our system. It is merely to point out that not always are such vehicles adeqaute to the services intended of them. While the verdict brought down by a local jury this week doubtless represents an honest attempt to give a fair and intelligent analysis, it must be only too apparent that it is but typical of the superficiality of many well-intended enquiries of a technical nature conducted by a layman's court. It is hardly adequate as a final analysis of a difficult technical problem. It could hardly be expected to be.

## PROTEST WITHDRAWAL OF G. N. SERVICES

★

(Continued from Page 1)

Similkameen in the early years of the century when there was considerable competition for a route to the Coast. Construction was leisurely, and the project of a coast line was eventually lost site of ,although the Great Northern retained certain running rights, and made arrangements with the Kettle Valley railway to permit the latter using its steel, which had been laid well past Princeton.

No doubt development of local traffic on both sides of the international boundary has been disappointing. Certainly the development of the Keremeos area has not come up to expectations, but there are not a few who think that prosperity has merely been delayed, and that prospects are as good as ever If the Keremeos area were fully developed the railway's outlook may be considerably altered.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**Coming Events:** As Classified
**Princeton Paragraphs:** 25c line.

**IF IT'S TINSMITHING or Hot Air heating, consult me — H. B. Meausette, Princeton, B. C.** ew

KEREMEOS—Miss Davidson entertained at a St. Patrick's party at the school, mothers being invited. "Alice In Wonderland" was presented as a play, and featured a real kitten.

A move is being made to have water put into the town.

**BOWL** AT THE **BRUNSWICK ALLEYS**
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## SIMILKAMEEN BUSINESS, PROFESSIONAL AND SERVICE DIRECTORY

## Sunday School

**Sunday, 26th March**

READING—Isaih 42:1-7.

GOLDEN TEXT—"Jesus of Nazareth . . . went about doing good." —Acts 10:38.

The aim of the Quarter's lessons has been to discover the grace and power of the Son of God, and to lead us to give our lives fully to Him in diligent service on behalf of others.

In the lessons for next quarter —still following Mark's account of the life of Jesus—we are to see the cumlination of that life in the death and triumph on the cross, and to realize more fully the eternal Lordship of Jesus Christ for our lives and for all men.

St. John's Guild held a knitting bee at the home of Mrs. Carmichael. Tea was served.

★

KEREMEOS—The Junior Guild held a St. Patrick's tea at the home of Mrs. T. Mattice on Saturday. Rev. and Mrs. Dixon were among the guests.

★

**NO TELEPHONE —SO HE WAS LOSING WORK**

**"A Merritt miner who found he was losing work because he could not be reached by telephone when needed has had his telephone re-installed at his home.**

—News item in the "Merritt Herald."

**The man with a telephone has the best chance of getting a job.**

◆ ◆

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**CANADIAN PACIFIC**

**Time Table**

**WESTBOUND**
**Daily**
No. 11—Leaves Nelson.....10:15 a.m.
Leaves Princeton.. 2:09 a.m.
Arrives Vancouver.....10:15 a.m.

**EASTBOUND**
**Daily**
No. 12—Leaves Vancouver 7:15 p.m.
Leaves Princeton.. 4:05 a.m.
Arrives Nelson..... 9:35 p.m.

**BROOKMERE-MERRITT**
Monday, Wednesday, Friday
No. 805—Leaves Brookmere 8.30a.m.
Arrives Merritt.....10.30 a.m.
Leaves Merritt.....12.30 p.m.
Arrives Spences Br. 3 p.m.
Tuesday, Thursday, Saturday
No. 806—Leaves Spences Br. 5.00 am
Arrives Merritt..... 7.20 a.m.
Leaves Merritt..... 9.20 a.m.
Arrives Brookmere 11.25 a.m.

C. A. BERNARD, Agent,
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| DRESSER, with large glass Commode to match, redone | $15.00 |
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| BED SPRINGS 75c to | $3.00 |
| UPHOLSTERED CHAIRS, 8 for | $15.00 |
| PIANOS $25.00 and | $100.0 |
| CENTER TABLE ,Walnut, antique | $10.00 |
| CENTER TABLE | $2.00 |
| DINING ROOM TABLE, round, 6 ft. | $8.00 |
| WASH STAND, ash, $5.00 value for | $3.00 |

A. L. WHITE



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We have a nice selection of attractive Dress Goods in various grades. Make up a liberal number of fresh, pretty dresses. You can afford them at these popular prices.

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## KEREMEOS

A well attended baby clinic was held at the home of the District Nurse on Tuesday.

Although fees have been cut in half, there was a poor attendance at the meeting of the Board of Trade Monday. The government has been petitioned to build a road to the Columns. Prof. E. Odlum, noted student of such formations, is intending a visit, and asks to be advised when the blossoms are at their best.

## CHURCHES

### ST. PETER'S (Catholic)

**Sunday, 26 March**

10 a.m.—Sung Mass and Sermon
Children's Catechism.

7:30 p.m.—Stations of the Cross and Benediction.

**Daily**—Mass in the Church at 7:30 a.m.

**Rabbitt's Ranch, Tulameen**—Mass at 8 a.m., Saturday, 1st April.

**ST. MARY'S CHURCH, Blakeburn**
**Sunday, 2nd April**

9:30 a.m.—Mass and Sermon.
Children's Catechism.

It is hard to keep Mass away out in the country by going o Church. But we can do a good deal by observing the essentials of Christian life—saying our prayers, and fighting against sin and bad habits. And when we get the opportunity let us be careful to hear Mass and go to Holy Communion.

A .F. CARLYLE
Pastor


PRINCETON'S ENVIABLE POSITION

This town has something to be proud of. It has no municipal worries; the relief question we pass up, as the Province as a whole has to pay for that. We did not lose any sleep when the pari-mutuel and liquor profits were dropped.

The only draw-back is that we have Mr. Evans; but he has taken to using

**FIVE ROSES FLOUR**

we have hopes.

**F. P. COOK ESTATE**
(Established 1886)
Groceries and Merchandise of all Kinds, Flour and Feed, etc.
Stores at Princeton and Coalmont


# AIRPORT BOYS IN FINE FORM

ENTERTAINMENT of a satisfying type was presen'ed to a capacity audience in the Capitol theatre Wednesday night, when the boys from the Airport camp demonstrated amidst steady applause that they have a wealth of talent and ample originality.

A nicely balanced program blended the sublime and the ridiculous so aptly that it is perhaps not going too far to say that the event had a distinct moral effect on the community.

Certain'y this was at least the intention of what might be termed the master stroke of the entertainment. It was a screamingly amusing parody after—a long way after—the musical comedy vogue, as it looked on the humorous side of the local Communist agitation.

Large limbed Juliets and bushy bearded Romeoski's portrayed that while the Soviet heaven was a nice place to sing about, heey weren't accepting any samples; and when it came to a matter of domicile, the Airport camp looked best.

With no attempt to be profound, the skit was certainly clever, and decidedly original. It was the creation of Mr. N. McD .Lowe, foreman at the camp, who thereby no doubt qualifies to join our little row for Mr. Evans to poppoffski at.

In contrast, the serious note of the entertainment was struck by the well known and ever pleasing Mrs. J. A. Brown. Her vocal renditions, with gorgeous settings, were in a class by themselves.

There were plenty of good singers among the boys, including John Mc Curly, Terence McCappin, T. Taylor, Les Marriott—whose voice ,to us, was particularly pleasing—, Michael O' Reilly—who, with a name like that and a brogue that was it's equal—had the audacity to play the part of a Russian in the skit— but when it came to yodelling, the latest of the vices, Johnny Johnson was in a class by himself.

Ron Harrison, a demon for versatility, was quite a show in himself. By turn merry or sad, he directed, sang, acted and recited as the occasion demanded.

Instrumental music was suppled by Terence McCappin, harmonica; Jimmy Ford, guitar, and Pete Defoe, violin; and by the assisting Syncopators' orchestra, comprising Allan Clark, violin, J. Rosbasky, cor-amusingiatoksrncaRon.Har-wmisMr net, Dave Taylor, saxophone, Mrs. R. M. Irwin, piano, and Linus Johnson, drums.

Not on'y an able and appreciative accompanist, Mrs. Irwin merited the lion's share of the praise for the success of the event, as usual doing a power of work behind the scenes.

A suggestion is now being considered to take the concert to Blake burn, where it would no doubt be very popular .

## COPPER MT.

Mr. W. Field has returned from Anyox.

Mrs. T. McGhee has been a patient in the Princeton hospital for the past week. Her condition is good.

Miss Joyce, who has been relieving at the Princeton hospital, has been the guest of Mrs. J. T. Langridge for the past few days.

Voight's camp hi'l was the scene of ski-ing activities on Sunday, when a number of ski-ers travelled from Princeton and Copper Mt. to participate in the jumping.

Curling has drawn to a close for another season ,he ice having become too soft for further active playing.

Mrs. D. A. McKinnon and daughter Florence walked to Princeton Saturday and were week-end visitors there.

Other visitors to Princeton on Saturday were Mrs. P. Corsi, Mr. J. Corsi, Mr. T. McGhee, Mr. G. Corsi, Mr. M. Silovich and Mr. S. Brown

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# PETITION

**TO THE HONORABLE THE HOUSE OF COMMONS OF CANADA IN PARLIAMENT ASSEMBLED:**

**WE, THE UNDERSIGNED CITIZENS** of the Great Dominion of Canada, being a free and independent people, in whom resides the right of self-determination, do hereby vigorously protest against the action of the Radio Commission of Canada in censoring or attempting to censor and exclude from public broadcast radio lectures on matters pertaining to the Bible, and of public interest, particularly the lectures of J. F. Rutherford pertaining to divine prophecy. We have faith in the Bible as the word of God, and that it was written for the instruction of man. Many sincere persons claim that the Bible prophecies apply particularly to ourday, and bear direct relationship to the present world distress, and disclose God's remedy for relief. We are entitled to hear these questions publicly discussed free from all censor, otherwise our freedom is taken away. Those who object, or who may be offended by such lectures may turn their dials and decline to hear.

We therefore demand that the Dominion Parliament take immediate action, removing from the Radio Commission the poweer to censor, hinder or prevent such lectures by radio and that the people be left to determine what they may or not hear. Men of world-wide repute and eminently qualified to explain the Bible, such as we believe Judge Rutherford is, can be helpful to the people, and we demand that our radio stations be permitted to publicly broadcast his lectures. The question is: Shall the people continue to enjoy freedom, or shall a few men deprive them of all their God-given rights?

| Signatures | Street or P. O. Box Number | City or Town |
|---|---|---|
| | | |
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| | | |

*Sign above Petition and mail to the following address:*

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When the speed king set a new world record at Dayto na Beach, Florida, with the famous Bluebird racing car


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— SATURDAY —
MARCH 23-24-25

MARLENE DEITRICH
—in—
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—Commencing 8:15 p.m.—
PRICES: (Except Saturday's and Holidays)— 40c and 20c



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| Dry Skin Cream | .50 |
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# TRIPLE TIE IN CITY LEAGUE

(Continued from Page 1)

and Cosmos are certain to figure in the play-downs ,and unless the Airport stages a total eclipse against Allenby, Motor Devils will join them, regardless of the result of their final set-to with Cosmos Monday.

United Church has protested the victory Cosmos took over them, and the matter of playoff byes will be left to a meeting after Monday's games.

**CHURCH 15,**
**COSMOS 19**

Failure to hold Mark Gregory in one of his devastating moods cost the United Church what proved to be the only loss in their series.

With Dodd steadying up the rear division and brother Pete playing so well that it was no longer a case of simply bottling up Mark, Cosmos hit the form that has been feared of them. United Church had system too, but they did not have the freedom required to work it out.

From the start the pece was hard and brilliant finishing was responsible for nearly every point in a hard checking game. There was at no time more than a few points between the teams, but a splendid second half stand paved the way for the Cosmos' success. Campbell was a constant threat near the basket, and Scholefield the hardest working man on the floor.

United Church entered a protest on the ground that only fifteen minute halves were played.

COSMOS—Gregory, M. (11), Gregory, P. (6), MacDonald, Powell, Dodd (2), Muir—19.

CHURCH—Campbell (11), Scholefield (4), Garrison, Lindsay, Johnson, Anderson—15.

**ALLENBY 19**
**DEVILS 15**

Too much lose play against a well drilled machine cost the Motor-Devils a close game, 19-15. Allenby played winning ball against a team that on paper was thier masters.

John Wood has done a power of work on the Allenby lads, and it has not been wasted. They played the type of game that wins. It was not brillant, but sound, and it was simply too much for a team that had plenty of baskeball ability but no idea of how to make the best use of it.

A couple of well-engineered baskets by Wood got Allenby away on the right foot, and unsettled the Devils. They never hit a telling stride, and while they were often on the lead, hey did not have enough method to keep it. It was one of the best played and closest games of the series. At half time Allenby had a two-point lead, but early in the second half the Devils got going in fine style and seemed to have the way paved to victory. At this stage the breaks of the game ent distinctly against them, and they never recovered.

Wood was outstanding for Allenby and Madore the best of the losers.

ALLENBY—Wood (12), Samaan (3), Lawrence, Pitney (4), Brookes, Carter, Lansing—19.

MOTOR-DEVILS—Dodd, K. (5), Madore (2), Gibson, Biggs, Taylor, Coles (2), Burr (6), Broomfield—15.

Referee—A. Dodd; Umpire— M. Gregory.

**COSMOS 38;**
**AIRPORT 9.**

Cosmopolitans hit their very best stride against a much improved Airport team, and some fast scoring was hung up as Dodd and the Gregory's trained their shooting eyes on the basket. The Airport boys played their best combination to date, but there was no stopping the storemen, who sifted through for some very pretty baskets.

While they go going best after the interval, the storemen at all times enjoyed a comfortable lead.

AIRPORT — Johnstone (C) (2), Johnson F. (5), Moore (2), Grieves, Lonsdale — 9.

Referee—Cook.

**CHURCH 20,**
**DEVILS 6.**

If six points were enough to win a basketball game, Motor Devils would have won from Algy Scholefield's well drilled Church team on Monday. Bdt on the play they never stood a chance of outscoring the reds. In midfield the Devils had a full share of the game, but under either basket they were hopeless. Time and again the Church boys, with a clean cut plan, sifted through a spread-eagled team to make the losers' defence look sick, and though they launched attack after attack the Devils never laid a telling pass under the Church basket, and it was only because Coles made three purely individual efforts that they got any points at all.

The Church boys played a nice positional game to out-manoeuver the Devils time after time. Given a clear alley through the center, Campbell was in his element, and Scholefield was always ready to break through, and Lindsay was in devastating form from the side. The others, notably Johnson, played a splendid co-operative game.

Church's two opening baskets were typical. Devils had a full share of the play in the first half but a long shot by Coles was their only score. It was only the good work of the guards that kept the tally down to 8-2 at the interval.

Early in the second half the Saints ran wild. Already beaten, the Devils made a game last minute stand, and peppered the basket from all angles but could not make their shots count.

CHURCH—Johnson, Anderson (1) Campbell (10), Lindsay (2), Garrison, Scholefield (7)—20.

DEVILS—Coles (6), Madore, Burr, Taylor, Biggs, Dodd, Gibson, Broom field—6.

Referee—Cook .

**LEAGUE STANDING**

| | P | W | L | Pts |
|---|---|---|---|---|
| United Church | 4 | 3 | 1 | 6 |
| Allenby | 3 | 2 | 1 | 4 |
| Cosmopolitan | 3 | 2 | 1 | 4 |
| Motor Devils | 3 | 1 | 2 | 2 |
| Airport | 3 | 0 | 3 | 0 |

★

United Church 22, Allenby 19.
Airport 13, Motor-Devils 24.
Allenby 22; Cosmos 20.
United Church 21, Airport 9.
Cosmopolitan 19, United Church 15
Allenby 19; Motor Devils 15.
Cosmopolitan 38; Airport 9.
United Church 20; Motor Devils 6

Airport vs Allenby
Cosmopolitan vs Motor Devils

PLAYOFFS—

Fourth place team vs third ,sudden death.

Wnner of this game vs second place team, sudden death.

Winner vs first place team, two games, total points.


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And will sell my property at a bargain for somebody
A row of six two-roomed furnished cabins and a four-roomed house on two lots.
A good paying investment
**C. BROMFIELD**
**PRINCETON, B. C.**


***FOOTBALL***

MEETING—
**STAR OFFICE**
**Business:** Organization. ....
**Friday, 31st March, 8 p.m.**

# SPORTS STAR

## FOOTBALLERS WILL GET INTO ACTION

Football will officially swing into stride next Fridap evening, when a meeting of all interested will be held in the Star office to organize for the season.

The Airport is said to have a wealth of material, and plenty of competition for the town team is in prospect.

## BONVIN WINS CUP

The Wagenhauser cup, symbolic of the curling championship of the Similkameen, adorns the mantelpiece of Joe Bonvin, one of the season's newest skips, as the season fades. Bonvin, with a pick-up rink, defeated Shorthouse, who had recently won the coveted mug.

## RUNAWAY CAR FATAL TO TULAMEEN MINER

(Continued from Page 1)

get by with. The couplings are often mislaid—frequently dropped on the ground. Part of my work is to couple and uncouple cars."

He said he remembered seeing two cars run away before ,about a year ago. They were not coupled. There was no accident.

**William Mattin** told the following story:

"I was rope rider on No. 2 slope. I had finished pulling a trip from the Diagonal, and as the trip passed No. 2 slope I shouted to Joe Rossi to change switches for me to bring the cars to his place. After landing the cars on top I started to put the empty cars over the knuckle. The hoistman had evidently taken the coupling from between the cars and the car ran away down the slope. I immediately ran to the knuckle and commenced to yell.

**"I saw three lights flash up the slope. I knew there were three men working down there and I thought they had gotten clear.**

"On going down there I met Eli Plecash. He said, 'He is dead.'

**"I saw one car run away at this knuckle about two years ago. I notified the shift boss. He had a safety block put on at6 the knuckle, but it was taken off wihin a month. It was not practical. You had to push the cars back again to get he safety block out."**

"I am not supposed to inspect couplings before the cars go over; not to my knowledge. The two empty cars were coupled when I brought them to the siding. I don't think it's the rope-rider's duty to look at couplings every time he turns round."

**"If there had been a safety block there the car would not have gone over."**

In answer to cross-examination by Mr. Biggs, witness stated that he had been employed as a rope-rider for ten years. He recognized it as his duty to inspect the couplings.

**Peter Loski** said that he had been employed at this mine as a miner for four years. About five hours after the accident he went to the scene with Mr. Strang and Inspector Biggs and Mr. Wilson. He found the car off the track and the center post knocked out. On the left hand side he saw blood. The door of the car on the right hand side was bent. He saw no couplings. He had no dea what threw the car off the track.

He said the slope was in good condition. He said that a ten-inch block would hold a car, but admitted it would not be possible to put a block on the frog at this point. To this time there had been no recommendation to but a block there. There should be some other device. The safety block used before was too small.

**William Strang** said he was Overman at the mine and had been there three years. He was in charge of No. 2 slope, and had examined the slope on the afternoon of the 16th. Everything at the knuckle was in good condition when he last examined it. He had never seen a block at this place. It would serve no useful purpose. It is the duty of the rope-rider to see that the cars are coupled. The hoistman assists. The rope rider is the responsible man.

Special Rule No. 6 2and 63 cover the point. Blocks are used on other slopes.

Special Rule No. 62 reads as follows: "Any person whose duty it is to couple any cars to any rcpe or chain, or to any other car shall see hat such couplings are in good order and not twisted, and shall not make such couplings while the cars are in motion."

The only insructions to rope-riders in the Special Rules are as follows: "Any person whose duty it is to ride a rope will see to it that the rope is properly attached to the trip and that the proper signals are given; he shall also see that there is a drag attached to each trip. He will not permit any person to ride on the cars without permission of the manager." (Section 63.)

## LATE JOE ROSSI WAS POPULAR LOCAL BOY

(Continued from Page 1)

Nanaimo, and South Wellington.

He came to the Similkameen in April 1925, and in turn worked at Allenby and with the Princeton Waterworks Co. He had been at the Tulameen mine about three years.

He leaves to mourn his loss two sisters, Mrs. C. Phillip and Miss Katie Rossi. An elder brother, George died at the Coast some years ago.

Joe was one of the mainstays of the local football team. Short and stocky, he got through a power of work, and his bustling tactics and his inevitable grin will be his monument in the memory of many. As a lad he played with the juvenile combination the Nanaimo Young Reliables, who made quite a flair for several seasons.

The funeral ,held Sunday afternoon from St. Paul's United Church, Rev. J. C. Goodfellow conducting the service, was attended by more than 400 people. Chums of the deceased were pall-bearers.

Flowers were acknowledged as follows: Tulameen Coal Mines, Ltd., Mine Workers' Union of Canada, Princeton Football Club, Phil, Katie and Rosie.


**• OVERWAITEA •**
**SPECIALS**

For the week commencing
*FRIDAY. MARCH 24*

★

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|---|---|---|
| LUX FLAKES | Large packages; per package | 20c |
| FELS' NAPHTHA SOAP | Limit 5 cakes, each | 6c |
| SODA BISCUITS | Large packages; per pkg. | 18c |
| EVAPORATED MILK | Large tins, each | 10c |
| HEINZ TOMATO KETCHUP | each | 19c |
| OXYDOL | Per package | 19c |
| COOKING FIGS | 4 lb. for | 25c |
| SESQUI MATCHES | Package of 12 boxes | 10c |
| SUNLIGHT SOAP | Per carton | 18c |

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The advantages of buying your printing locally, as applied to you, are many and obvious. Besides, in spending your money at home you are helping your local business unit, and yourself.

We are equipped to handle **all** your work, and we guarantee satisfaction .

*Printing That Talks*
*Advertising That Pulls*
*Service That Counts*
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We are slowly but surely buliding up—for you—one of the finest typographical services to be found in any community of corresponding size anywhere. Your patronage will help to improve this service—and you will benefit.
THERE IS NO NEED TO SEND ANY PRINTING ORDER OUT OF THIS COMMUNITY

There is no business that can afford to be without advertising. The day is long past when advertising was considered a privilege or a luxury. Business after business has proven this. Salesmanship to-day is an exact science, and advertising is its biggest agent. Because it increases business all around the cycle **advertising costs no one anything, and yet it makes money for all.**

The newspaper ranks first among advertising mediums, the local paper first among newspapers.

THE PRINCETON STAR
PHONE 36 - - - - - - - - PRINCETON, B. C.