THE SUN
Rises 7:36; Sets 4:25

THE MOON
Last Quarter 24th

The Similkameen Star

A COMMUNITY PAPER Published in the Interests of the Rich Tulameen and Similkameen Valleys
Incorporating The Hedley Gazette, The Keremeos Trumpet and The Coalmont Courier, The Star is the Official Newspaper of the Similkameen

Thirty-Seventh Year; No. 51. PRINCETON, B.C., THURSDAY, 25th NOVEMBER, 1937. 5c Copy; $2.00 Year.

☆ Seen By The Star ☆

THE WEATHER

Nov.	Max.	Min.
19	35	26
20	38	30
21	38	31
22	39	27
23	37	32
24	40	31
25	43	30
26	38	27

POLICE BLOTTER

Vagrants Ordered Out—

Charged with vagrancy under section 238-a, two transients, William Stevens and Stuart Eccles were given 30 days by Magistrate Rowlands, who suspended sentence on condidtion the men leave town. They obliged.

★ Congratulations to the Mayor on this week's record. No burglaries, inebrieties, bank robberies, fights or fires, and no births.

FUNERALS

Conradson.

Funeral was held Wednesday afternoon of Walter Conradson, 28, well known Princeton skier.

Pall-bearers, all young fellow-countrymen of the deceased, were Tom Mobraaten, Ole Johannsen, Ole Olson, Nels Olsen, Gus Antonson and Bill Hanson.

The young man, who died in Princeton hospital Monday morning following a two-week illness from pneumonia, was better known as Walter Paulson. He was born in the United States of Norwegian parents, spent some years in Norway, and came to Canada some seven years ago.He then spent two years in the States, and had resided here for about four years. He was employed at the power plant

He is survived by his widow, the former Miss Jo Johnson, and a four month old daughter. Mrs. J. Carlson of Princeton is a sister, and his parents and other relatives reside in Wafsen, Norway.

OBITUARY

TASKER—

The infant child of Mr. and Mrs. Tasker of Copper Mountain, aged about four months, died on Thursday. Burial in Princeton cemetary.

WEDDINGS

Sellers—Tweddle

A wedding of wide interest was solemnized at St. Anne's rectory, Penticton, when Wilma, youngest daughter of Mr. and Mrs. H. Tweddle, became the bride of Mr. Ian McNiven Sellers of Princeton.

ALLENBY MAN HURT

HIS FOOT caught in the jaws of one of the molds, Mr. Wilby, foundry employee, was painfully injured at the Granby Foundry at Allenby about 1:30 a.m. Monday, and taken to the Princeton Hospital. Examination revealed a bad bruise, but no breaks. He was working at the ball making machine and was nipped when the jaws closed up.

THREE HURT IN CAR CRASH

Strange Sequence of Events In Wolf Creek Hill Accident

LIGHTS WENT OUT

Coat Sleeve Accidentally Caught Switch

THREE Copper Mountain people are in hospital because—that is the short of a long and involved story. But you are probably interested in the people first. They are Mr. and Mrs. Robert Andrews of Copper Mountain, and Mrs. H. Johnson. A small daughter of Mrs. Johnson was also in the auto that plunged over Wolf Creek hill on Tuesday night, but she was uninjured. The others suffered shock and minor, though painful injuries.

Now for the because, as Mr. Andrews explained it from his hospital cot. The car went over because the lights went out, because he frantically tried to change gears because the brakes failed because the weather was greasy. But suppose we go back to the beginning. The group were returning to Copper Mtn., Mr. Andrews at the wheel. The car was one of those pestiferous models with the light switch on the steering wheel, and don't look mad at me.

On the Wolf Creek hill, Princeton side, with the surface treacherous. Mr. Andrews put the engine in second, but at a bad spot, failed to get results from the foot-brake. The emergency gripped but not enough, so Mr. Andrews essayed a hurried change into low. His hasty coat sleeve (he believes) accidentally caught the light switch. The car blindly plunged over the bank, coming to rest upright two hundred feet below.

Mr. Andrews believes that the weather- punished roads snapped his foot-brake rod and the ice and water disabled the brake lining.

All the injured are doing well.

PRINCETON WINS TWO

COPPER Mtn. basketballers will yet be a team to fear. On their own floor Friday they held Princeton to a single point, 29-28. Visiting girls won 38-11. The men's was a league contest.

Recovery Work Proceeds Rapidly As Investigation Of Rail Tragedy Commences

JURY INSPECTS BRIDGE WRECK

Inquest Adjourned Till Next Friday After Remains Were Viewed

A Coroner's jury moved Friday to investigate the Coalmont bridge tragedy, but after electing a foreman, viewing the remains of the two wreck victims, and visiting the scene of the tragedy, adjourned for one week. It was expected that the hearing would proceed at that time.

Reason for the delay was to allow the railwaymen, many of whom will be required as witnesses, to concentrate on their work of restoring service.

The jury empanneled to-day was L. Q. Wilson, Jno. Fender, H. H. Avery, F. Howse and Ian Sellers. F. Howse was elected foreman.

Dr. D. McCaffrey is coroner.

Rail Victims Were Well Known Here

BOTH victims of Tuesday's rail thagedy were well known in the Similkameen, though neither resided here. Both had been in the local service for many years.

W. E. Moore was almost invariably hailed as "Pony". He had been with the Kettle Valley since 1923. He was a native of Ontario, where his parents still live, both over 90. The shock of his tragic death has been spared them. Mr. Moore is survived by his widow and a family of ten, three of whom are married. one of whom is only two.

Mr. Collins was also well known here through his railroad associations. He was aged about 60, and has made his home in Merritt for some time. He is survived by his widow, an adult son and a married daughter. One of his fellow workers, a local man, describes him as "the finest man in Canada."

Coroner's Inquest, Adjourned, Will Proceed On Friday; Expect To Have Temporary Bridge In Service By Monday

TRAINMEN DESCRIBE BRIDGE COLLAPSE

Sensational Accident Still Unexplained As Officials Take Charge of Situation Here

AS railway crews strove to repair the damage, a Coroner's jury began the first stages of enquiry into the tragedy which took two lives Tuesday, when a Kettle Valley locomotive plunged into the ice-fettered channel of the Tulameen river as a bridge collapsed under its weight, nine miles west of Princeton.

With Divisional Superintendent W. J. McLean personally on hand, repair crews concentrated on the site expected to have a temporary structure ready for trains by Monday, and meanwhile a bus and transfer accommadation had reduced the traffic delay to a minimum.

Recovery Thursday of the body of W. H. "Pony" Moore cleared the way for a public enquiry, though in deference to the railway people, whose first consideration now is to restore service, Dr. Daniel McCaffrey, Coroner, adjourned the inquest until next Friday, after the jury had viewed the remains and visited the scene of the accident.

With official sources as usual efficiently subdued, details of Tuesday's tragedy, the worst in local railway history were sparce, and the unusual accident unexplained. It was obvious, however, that the officials took a serious view of the matter and regardless of any public enquiry, a rigorous private investigation will probably be held.

Meanwhile, after tedious delays, when a slide added to difficulties, restorative measures were under way,

Body of "Pony" Moore, brakeman, was recovered Thursday after it had lain in the river, pinned under the wrecked cab, for nearly forty hours. A widow and ten children survive in Penticton. Body of John Collins, bridgeman, was recovered immediately. Standing near the span when it crashed, he was apparently struck by a flying timber. He is survived by his widow, in Merritt and by an adult son and daughter. He was aged about 60.

Fireman Percy Coulter is in Penticton hospital, suffering from a hip injury and a sprained ankle. Engineeer Arthur Miller is at home, with no more serious injuries than sore ribs.

He and his fireman were in the right side of the cab when the wooden bridge suddenly collapsed at 1:50 p.m. Monday. The brakeman was sitting at the left, and was pinned beneath the cab as the span sagged and plunged upstream.

[Continued on Page Three]

REGULAR schedules were resumed on Kettle Valley lines Sunday morning as trains crossed the temporary bridge. No move has yet been made to recover the locomotive.

RAIL SERVICE REGULAR NOW

Bus Aids Temporary Transfer; Freight Goes Round

RAIL service, interrupted by Tuesday's tragedy, is now almost normal again, though expedients have had to be resorted to.

A bus is now being run to Coalmont to transfer passengers to Princeton, and regular connections are being maintained, little more than half an hour's delay being caused by the transfer.

Freight is being routed over the main line and down Okanagan Lake to Penticton, as it was before the advent of the Kettle Valley.

At the wrecked bridge a temporary piling bridge is being slung acrosss the stream, to serve until the span can be restored. It is expected the temporary structure will be ready by Monday.

Matters were complicated Tuesday, right after the wreck, by a slide which came down about two miles west of Princeton, caused by soft weather. It was, however, cleared up the same afternoon.

A further slide in the Coquihalla caused additional delay Wednesday

First transfers were made over a plank foot-bridge.

The wrecked locomotive cannot be recovered until the temporary bridge has been completed. It is expected the engine can be put back into service without much repair.

RUNAWAY FREIGHT CRASHED AFTER MAD COQUIHALLA FLIGHT IN 1926

Spectacular But Tragic Ride Outstanding Among Kettle Valley Railway Accidents

HEROISM WAS IN VAIN

Grotesque Figures In Wreck After Terrific Impact

RAILROADING is one of the accepted hazardous vocations, and many an epic chapter has been written about the iron horse, and the iron men who drive it.

Though one of the most spectacular, Kettle Valley is one of the newer roads. But it is a matter for congratulation that tragedies have been so few.

By far the most outstanding—and one of the most spectacular in railroad history, was the mad dash of a runaway freight seventeen miles down the west slope of the Coquihalla 5th September, 1926.

How many lives it claimed will never be known, for it was known to carry a heavy quota of transients and such was the wreck that it was impossible to identify. Five of the train crew perished.

The tragedy was set in the grim but peaceful Coquihalla, where every tiny section-house bears the name of one of Shakespeare's great

[Continued on Page Five]

Round the Corner

● Somebody has come forward with one of those innocent but searching questions, as disturbing as they are universal in their appeal, when someone enquires the meaning of a familiar and glorified saying that everyone accepts and quotes without stopping to examine its meaning. This man asks what Edith Cavell meant when she said, in the glory of martyrdom, "Patriotism is not enough."

There need be little doubt of the import of those epic words. But it can hardly be defined in a sentence. The background must be sketched in—the animation, anxiety of a world at war, an excited, emotional world, looking for a peg on which to hang its emotions. The poem, the picture, the proverb, that catches the fancy is the one that catches the spirit of the occasion. Thus it was timeliness rather than quality that made famous "Recessional", and certainly "In Flanders Fields." That is the first explanation for the magic of "Patriotism is not enough."

It is very doubtful, though perhaps a little cruel to suggest it, if Miss Cavell actually did say it. It is far more likely that some person with a sense of the dramatic, said it for her, and it seemed to fit. Propaganda, too, can be a sinister force.

After all, Miss Cavell, noble though she undoubtedly was, was condemned as a spy. And war is a harsh and serious business. She was a woman and a nurse, and she was noble, but she, and her country, took advantage of those very qualities; and our enemies were not likely to see them in the same light as we. And while our side might have taken a more sympathetic view, we are hardly entitled to expect that our enemies should.

Patriotism is not enough. The greatest sacrifice is not one for country, but for civilization. In time of peace those words should have ever deeper significance than in stress of war.

● The legislative lads at Victoria do have fun, and we might as well enjoy it, since we have to pay for it. The other day Doc Telford had his turn, and Doc is one of the few who is not fooling when he says things about the government.

The thing is common, and the Speaker does not seem to mind the members wasting the people's time; he only intercedes when somebody says something that might stop the government from being re-elected; then interferes. That is to say, it is quite all right to abuse a member, but the minute you accuse him of being a crook—though you may think you can prove it, you are off-side, for you must not let the people know it, if they are being governed by crooks; at least, not in the legislature. Our point is that you should be allowed to say it, but you should be made to prove it, or get out yourself. However, that is by the way.

Telford, of course, accused everyone of everything, and everyone just yawned until, in man-handling liquor and vice, he went so far as to say that the government was "living in part on the avails of prostitution." Possibly he was going on to show how, in collecting fines, without stopping the traffic, the government was at least, in some

[Continued on Page Seven]

☆ THE SIMILKAMEEN STAR

A Community Paper published weekly in the interests of a united Similkameen

DAVE TAYLOR, PRINTER, EDITOR, PUBLISHER

PRINCETON, B.C., THURSDAY, 25th NOVEMBER

Mr. Tupper In Error?

OBSERVERS view with an innocent little smile the quaint seriousness of Similkameen's member in the Legislature, heralding a new term with a new purpose. Mr. Tupper sat quietly, demurely, and somewhat nervously through his first four years, after the amazing election of 1933 had somewhat prematurely, somewhat unexpectedly precipitated him in the stormy arena of politics. Now, a conscientious man, he feels that something more is expected of him, and he strains to the occasion. His purpose is laudable, but his prospects debatable.

The substance of his reforms can be scanned quickly. There is not much danger of them being taken seriously. There is nothing new, and nothing wrong, in the principle of direct taxation to build roads. It is just and proper that roads should be paid for primarily by the people who use them, and a tax on gasoline mileage hits the mark. But Mr. Tupper merely proposes the extention of a vicious fallacy when he suggests that the tax be increased to 12c a gallon, the viciousness being not in the idea of taxing gasoline mileage, but in distorting the principle by failing to apply such revenue to the purpose for which it was intended. Everyone knows that the tax of 7c a gallon is intended to build roads; and everyone agrees that we pay the tax whether we have good roads or not, in wear and tear; and extends the principle to the surfacing of roads, the only solution to the road problem. But the motorist is far from willing to strangle himself with a halter of indefinite, unaccounted-for assessment for something he is not getting. The first thing to do is to establish and clearly define the principle and its resolution. That implies the segregation of road tax from general revenue, and more important still the divorcing of roads from party politics though the establishment of an independent highway commission working along business lines. Until these evils are corrected, the motorist will rightly resist any further taxation, for what guarantee has he that he will get what he seeks, regardless of how much he pays? He already pays 7c per gallon, and the McDonald commission tells us that, tax included his gas should cost him seventeen. The fallacy of Mr. Tupper's panacea is obvious.

Equally fantastic, though no doubt equally well meaning, is Mr. Tupper's solution for the vexed Hope

[Continued on Page Five]

The Price Of Living

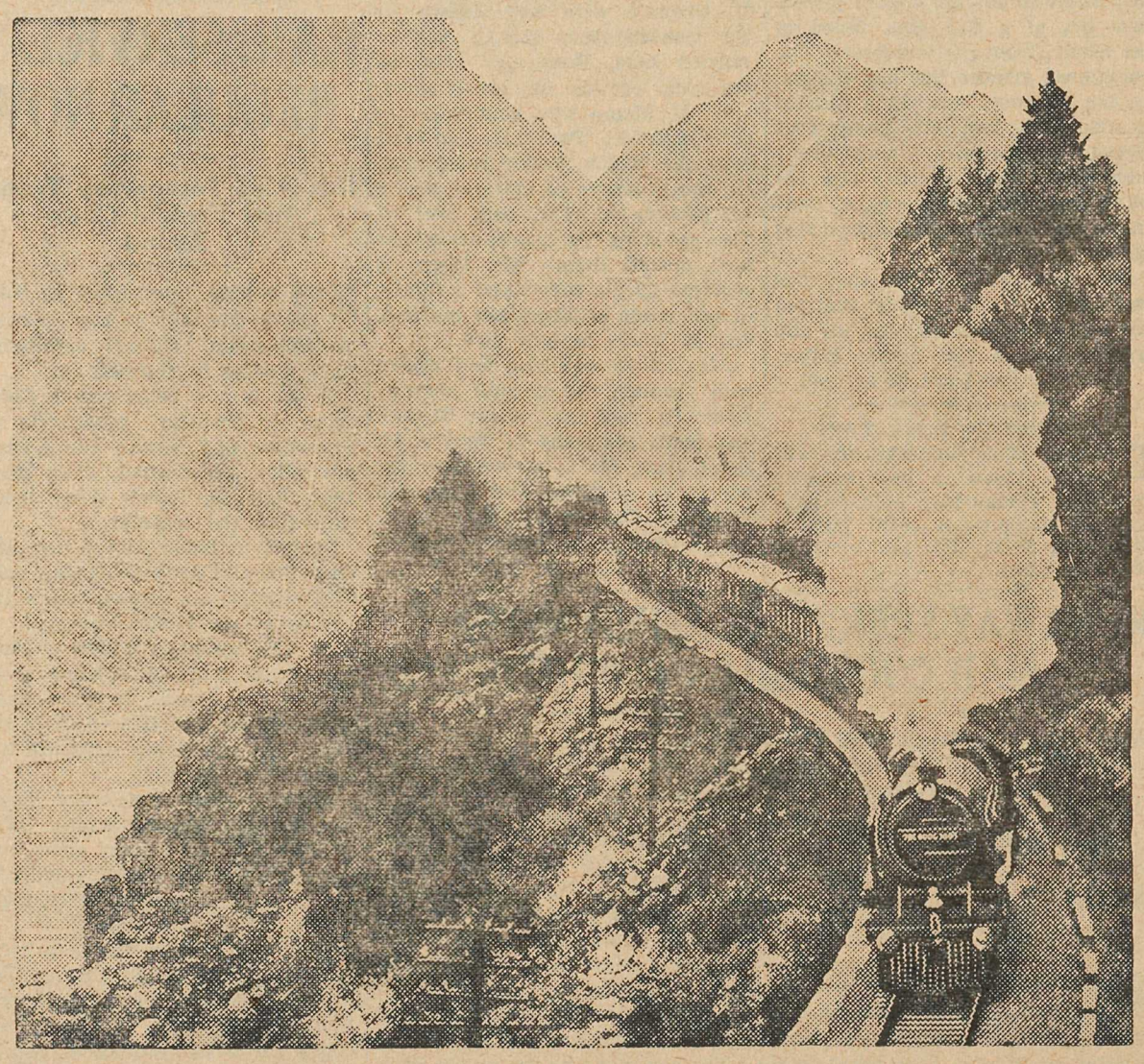
ANOTHER big story has broken, and for those for whom the news has vital interest, either personal or by vocational contact, the psychological reaction is as ever—a sort of philosophic calm following the stimulus of action, excitement; as if the hidden person of the mind had emerged from a brisk, refreshing shower, or a deep sleep; a sort of melancolia that in a great person would produce a great picture or a great poem, but with the ordinary among us merely makes for strange, wondering talk in little groups—the frailty of life, the inexorableness of fate, the vanity of human wishes; like Mirza gazing upon the mystic bridge of old.

A bridge—ten thousand times a train passes over it, with no more occasion than the rising of the sun; ten thousand times a cage delivers its precious cargo, with the calm assurance of science, the moral confidence of the law of averages. Then catastrophe!

Who can realize, and who would if he could, the million pitfalls, the potential dangers, the remote possibilities in the spin of fortune's wheel? And why dote upon it sentimentally, to what end? Experience softens, though it cannot still, the wail of tragedy; and having once felt its whip-lash, the balanced head puts itself at ease in the calm resignation that there is nothing to be done about it. The road of "might have been" is shadowed with broken crosses; the refuge of after-sight is but a storm swept shoal in the sea of chance. Life is like that, bitterly quaint in its humor, and you may as well take the humor as the gall; it makes living tolerable. You pays your penny, and you takes your chance. And when you become too self-conscious to take your chance without misgivings, you are no longer in the race.

And after? Who knows? Faith has its virtue and its valor, but perhaps the surest religion of all is to live well for the sake of living well. It will stand you in good stead for the next world, if such there is; and in the process will give you the maximum out of the little adventure whose uncertain bounds are dimly within our compass.

Nature Battles Science In British Columbia's Mountains



TUESDAY'S tragedy only serves to illustrate the price railways and railwaymen have to pay to maintain service in the rugged "sea of mountains" that is British Columbia. The photo illustrates the point. It shows the famous "Royal Scot" as it toiled through the tortuous Fraser Canyon on its epic tour.

The FIRESIDE PHILOSOPHER

By ALFRED BIGGS

Would you succeed? Concentrate.

• • •

True religion cannot be organized.

• • •

Sorrow is a better teacher than happiness.

• • •

When love comes in, reason goes out.

• • •

Many people are overfed but undernourished.

• • •

Blushes indicate innocence as well as guilt.

• • •

Overcome fear and you have the world by the tail.

LIBERTY MAGAZINE'S CANADIAN HALL OF FAME No. 17

Having shot down more enemy aircraft and experienced more aerial combat than any other pilot of any nationality, living or dead, Wing Commander Raymond Collishaw is Canada's forgotten hero.

May soon have a baton and become the first Canadian made Air Marshal in the R. A. F.

So modest that when he visits Canada now he travels in disguise and only a fraction of his courageous exploits are known. He is the true d'Artagnan of British wings and still flies in the British army in the King's uniform.

Went to sea as a boy and at eighteen was close to the South Pole, navigator of Scott's ill-fated Antarctic expedition. When war broke out he forgot the sea and took to the air where he became the greatest combat pilot in the silent service. He was third only to Bishop and Fonck amongst Allied aces and was never scratched although shot down three times. His guns destroyed twenty-nine craft in two months and in 1918 his all-Canadian 203rd Squadron shot down 203 enemy craft.

Has held aerial duels in Persia, Mesopotamia and led the air fleet against the Arabs in the Holy Land in 1929. He was born in Nanaimo, B. C., in 1893 and early developed uncanny marksmanship.

Has flashing white teeth, blue eyes and fair hair. Unlike most heroes, he actually prefers the thrill of a dangerous deed to getting a medal for it.

35 Years Ago

Similkameen Star, 1902

8th May—Wedding. Albert Johnston to Louisa Allison, at the Allison home. Rev. E. Hardwick.

9th August—Wm. Martin uncovers two foot coal seam, Summers Creek.

16th August—Dr. Williams left for Vancouver via Hope trail.

1st November—Nickel Plate will open its "smelter" in the spring. The property, owned by M. K. Rodgers and J. R. Toole (?) of Montana, originally cost $60,000, while $600,000 have been spent on improvements.

[Continued on Page Eight]

★ The Similkameen Star

Thirty-Seventh Year; No. 51. PRINCETON, B.C., THURSDAY, 25th NOVEMBER, 1937. 5c Per Copy.

ALLENBY

Miss Isabelle Featherstone left last Friday for Vancouver after a six-weeks stay with her sister, Mrs. "Mac" McRostie

Mr. J. Wilcox has just returned from a sojourn in the Princeton Hospital.

Mr. J. R. Thomas was taken ill early this week and has gone to Princeton Hospital for a month's treatment.

Mr. Wilby was injured in the foundry when his foot was caught in the mold jaws.

Greyhound bus No. 24 has been stranded on Wolf Creek hill for the past few days with a broken rear end.

The dear little deer have been plentiful is Allenby and vicinity Mr. J. Willcox bagged a couple of nice ones on Saturday and Jack Durran also bagged one. Numerous deer have been seen by autoists along the Copper Mtn. road.

The roads are bad as usual but moreso. The Allenby schoolsters have a new bus, and the weather is (to use the vernacular) "punk." Otherwise, business as usual.

Legion Ladies Meet

NEWLY organized Women's Auxiliary to Princeton branch of the Canadian Legion heard an encouraging message from Mrs. Mac Donald of Revelstoke, provincial organizer, Tuesday night. Mrs. Mac Donald was a delightful speaker, and her remarks won enthusiastic applause.

A banquet followed the address, held in the Orange Hall. The men joined the gathering, and Mr. W. A. Wagenhauser, past-president and Mr. E. J. Rotherham, president, both expressed pleasure at the fine efforts of the ladies. A social evening followed.

Soft Weather Lingers

A WEEK of rain and continued soft weather following heavy early-season snows has whipped district roads into veritable quagmires, but traffic is being maintained under difficulties.

Road foreman Johnston stated that bed was no refuge for him these nights. The Hedley and One Mile roads are said to be very bad, and the Coalmont and Copper Mtn. roads are also severely cut up.

The new fill over the viaduct at China Creek is giving much trouble, Foreman Johnston said that it is impossible to keep a surface, since the gravel immediately churns up in the water-filled ruts and splashes up in mud.

Railroaders Race With Clock AfterBridge Collapses, Bringing Death To Two Tuesday

[Continued from Page One]

a stop. Conductor Kirkpatrick received the bridgemen's signal to proceed and passed it on to the engineer.

Engineer Miller says he was "not even going the five miles an hour." When the locomotive reached the span it suddenly and without any warning groaned, then, with a roar, collapsed upstream, the engine falling on its left side, in mid-stream. The first car, loaded with zinc from Tadanac, followed it, rolling into the channel, but out of the water. It was a drop of a mere fifteen feet and no one had time to jump. The engineer and fireman scrambled out quickly and escaped the punishment of escaping steam. Moore's position indicated he had merely time to stand up.

Collins, a member of the bridge crew, was standing beneath the bridge, and was struck by a timber. Timbers scattered everywhere. He died instantly.

Bridge men, and others of the train crew of five, immediately sprang to action, but nothing could be done. Collins' body was recovered at once. Wires were tapped with a portable set and relief trains were sent from Penticton and Brookmere.

Dr. R. J. Wride of Princeton attended Miller and Coulter on the spot, but as neither was seriously hurt, they were allowed to go back to Penticton on a relief train the same evening.

Superinendent McLean arrived in Princeton shortly before 7 on the second relief train out of Penticton which brought an auxiliary. With him was Frank Lee, chief C.P.R. construction engineer for B.C., who happened to be in Penticton at the time. Two crews were brought immediately, assisted by a large extra gang recruited from Princeton.

A temporary footbridge was hastily thrown over the river, not very deep or wide at this time of year, and a transfer of passengers was made as No. 11 and No. 12 arrived.

But when the train started back for Princeton it found its path

Survivors, while reticent, were unanimous on the general outline. Conductor H. C. Kirkpatrick, unhurt, said "things happened so fast it was impossible to say just what did happen." He was in charge of the 21-car westbound freight which cleared Princeton at 1:25.

SPAN SLOUGHED UPSTREAM

The trestle, Howe-truss type, with a center span of about 150 feet, slung on butresses, was under periodical repair at the time, with a crew at work under foreman Nels Wilson of the B.& B. gang. It was necessary to remove some of the rock work to effect the repairs. The soft weather, according to railwaymen, was not considered a factor.

A general order called for a speed of not more than five miles per hour. At the customary torpedo warning the train was brought to blocked by a slide four miles west of Princeton, and passengers had to turn back and wait several hours in Coalmont. They did not arrive in Princeton until nearly 4 p.m.

The slide also tied up recovery work, a train being stranded at Princeton until the track was cleared. Since then, however, progress has been steady and uninterrupted.

A bus is now running to Coalmont, bringing passengers to Princeton, and freight is being sent round by the Okanagan and main line.

It is expected to have regular service restored by Monday, though it will be some time before the span is completed.

The bridge is located at Great Northern mileage 211.5, about nine miles west of Princeton and two east of Coalmont. This section of road is under rental from the Great Northern, but is maintained by the C.P.R. The bridge was rebuilt about 1932.

Mr. Tupper In Error?

[Continued from Page 2]

Road problem. Mr. Tupper's major premise is correct, but there his logic breaks down. He establishes that the Hope Road is not a local fantasy, but a necessary and legitimate provincial work. Then, torn betwixt two devotions, he says that his government has done all right by it. Now the fact is, and it is the only possible conclusion that any man with half enough brains to sit in the provincial chamber must honestly conclude, whether he be condemning his own government or not, that no government has done the right thing by the Hope Road. The only government that recognized it as a necessary provincial measure was the Tolmie government when Similkameen's W. A. McKenzie was in the cabinet, and when the shoe of its own extravagance began to pinch, it broke down too, and made a terrible shambles of the thing. As late as last year Mr. Tupper's own government literally squandered $35,000 of hard won money, and it and other governments before it, whatever their denomination, have wasted on the Hope Road more money than would have finished it; and for the simple reason that the major premise Mr. Tupper so innocently assumes, has never been accepted by any responsible government.

That is the point Mr. Tupper should interest himself in driving home; again a case of establishing fundamental principles rather than trying to find a way around them, for there is none. By directing attention away from the cardinal point to the accessories, Mr. Tupper is really defeating the main purpose. If the government could build the Westminster bridge, it can build the Hope-Princeton road. We could even call it the Pattullo Highway if that would help.

Certainly advocates of the road will not be very enthusiastic over Mr. Tupper's suggestions. If Mr. Tupper accept the road as a provincial matter he is contradicting himself when he submits that instead of its construction being taken care of from allotments to Similkameen they should come from all the ridings contiguous to the southern trans-provincial highway. These represent some eight of the forty-eight B.C. ridings. How will they respond to the thought of having their own local roads bled to help build a road many miles away, however it will help them in the end? Suggestions like that are very apt to sour their support for the road. Surely Mr. Tupper would not want to do that. Was the cost of the Fraser Canyon road taken care of by using appropriations from the ridings concerned? In his own speech Mr. Tupper points out that only this year Mr. Gillis from our neighboring Yale got enough from the general funds to hard-surface the Canyon road, and proceeds to justify it. Do principles change?

Mr. Tupper wants the government to set aside $50,000 in each of the next two years for the Hope Road. Then he hopes the Federal government will step in and finish it. The whole trouble with the Hope Road is that just this very attitude has been followed all along. The appropriations are so small that they are used up in preiminaries, and nothing is accomplished. No better example could be found than the government's own performance this year; and the $50,000, if we get it, is only $15,000 more than was spent then. As to the Federal government being inclined to build the road in 1939, it is a fond hope, but not a very satisfying one. The people of southern B.C. do not care greatly who builds the road, but they want to see some concrete plan for building it. And there appears to be no good reason why they should have to go beyond their own government. Certainly the ghastly experience with the Federal relief experiment does not breed much confidence.

Finally, Mr. Tupper turns to the Hedley-Princeton road. All that he says of its disgraceful condition is true. But is he not thereby condemning himself? He cites the withdrawal of the Great Northern railway, which places on the road the entire burden of traffic. The whole truth is that the road has been bearing this traffic for the past four years, and the formal abandonment of the railway is a mere clerical entry, for there have been no trains.

Mr. Tupper strikes a distressing note when he enquires whether the railway company will not pay compensation for withdrawal of service. The local people who relied on such service, and fought through the Railroad Commission to retain it, had been in no uncertain manner led to believe that such compensation was assured, that some $70,000 was promised by the Great Northern, and it would be used to condition the highway. Have their interests been sold out? It is surely high time they were given the facts of the arrangement whereby the railway was allowed to withdraw the service that was theirs by contract.

But even that serious matter aside, again what is the matter with Mr. Tupper's own government? He wants the Dominion to build the Hope road, and the railway to build the Hedley road. Where does his own government come in. He finds in the industrial activity of this end of his riding matter for congratulation. That means, as certainly is the case, increased revenue for the government. What does the government propose to give in return? Mr. Tupper is naively silent on that important point. And our needs are so many, and so great.

With no antagonism to Mr. Tupper, we of the Similkameen are therefore not very enthusiastic about his ability, and lower his sights. Similkameen does not want to discourage Mr. Tupper, but perhaps he would do better to size up his problem, estimate his ability, and ower his sights. Similkameen does not expect to be represented at Victoria by a Gladstone or a Napoleon. It elected Mr. Tupper as a plain, sincere, likeable chap of average abiities, to fight its battles in the Legislature. It does not expect miracles, and it does not want party favors lavished upon it. In short, it wants a fair deal. It does not expect genius; it does require loyalty and good sense. Mr. Tupper has long been known as a loyal government bencher. That quality of loyalty is an admirable one. But Mr. Tupper will agree that his first loyalty is to his own constituents.

On Display for a Short While Only

☆ Our Full Line Of ☆

LADIES' WINTER COATS

Collen's

Store—Princeton

Business and Professional Directory

HARDWARE
ALL KINDS

W.B.EWART
PRINCETON HARDWARE

P. W. GREGORY
B.C. LAND SURVEYOR
SURVEYS OF
Lands, Mineral Claims,
Placer Leases
Underground Surveys
PRINCETON, B.C.

TELEPHONE 3 P.O. BOX 30
The Tulameen
A. O. JOHNSON PROPRIETOR HOTEL
RATES REASONABLE

Charles Thomas
Builder, Contractor
★ ESTIMATES GIVEN ★

The Commanders
(Formerly Trail Commanders)
A big-time dance band
with a Reputation
6 Men—15 Instruments
DAVE TAYLOR, Business Mgr.

S. M. NECHIEFMAN
Electrician, Contractor
PRINCETON, B.C.

Pease & Atkinson
Trucking
"Punctual Attention"

A. H. BOMBARD
RADIOS, REPAIRS, SERVICE
Room 10, Desrosier Apartments

● By Mail or Carrier—
Vancouver Province
Dave Taylor, Agent. Phone 36

A BARGAIN!
Telephone from
PRINCETON
to
KAMLOOPS
for
35c
Station-to-Station
or
65c
Person-to-Person
after 7 p.m. weekdays
r any time Sunday's
The above rates cover
Three Minute Conversation
Government Tax Extra
B.C. TELEPHONE CO.

The PRINCETON
Princeton's Leading Cafe
Choice Cuisine,
Quiet Surroundings,
Reasonable Prices
OPEN DAY and NIGHT

COSTS LESS
in Newest-Style
TOURIST SLEEPING CARS
GREAT NORTHERN RAILWAY
Every comfort, convenience — plush-upholstered seats; deep, restful berths; reading lights; large dressing rooms. Fine dining car meals at low prices. Through to Chicago.
Every day low one-way and round-trip fares
GO AIR-CONDITIONED
EMPIRE BUILDER
For fares, details, ask any Great Northern Agent

Princeton Paragraphs

☆ Mr. Bernard Johnson has returned from a brief visit to the Coast.

☆Billy Clerf, one of the younger pneumon'a victims, has had to return to Princeton hospital.

☆ Mr. E. J. Fitzgerald of the Brewery staff, is spending a week at the Coast, combining business and pleasure.

☆ Miss Ethel King spent a few days the guest of her sister, Mrs. M. Rainbow of Hedley this week.

☆ Mr. J. W. Southon was one of those who had a long wa't at Coalmont on Wednesday. He was returning from a brief visit to the Coast,

EIGHTH ANNUAL
FIREMEN'S
New Year's
MASQUERADE
BALL
Orange Hall
FRIDAY, 31st DECEMBER
Prizes, Novelties, Supper
Commanders' Music
Gentlemen $1.00 Ladies 50c

THE GEORGIA
ROOMING HOUSE
JOHN SIDONIO, Prop.
Entirely New. Warm Sanitary rooms, Baths and Showers
ROOMS FOR RENT
By Day, Week or Month
SPECIAL (Sunday only) CHICKEN SPAGHETTI 75c
★ REASONABLE RATES ★

☆ Mr. Bert James of the staff of the Canad an Bank of Commerce was a visitor to Vancouver at the week-end.

☆ Two new street lights have been provided: at the Hospital, and at the curve on the Coalmont road just beyond McKelvie's.

☆ Messrs Elmer and Ted Burr took in the Ford display and auto show at Vancouver this week. Mr. H. Griffith and Mr. C. Burt accompanied them.

☆ Mrs. Betty Knighton alarmed her many friends this week when she was taken to Princeton hospital. She will be able to be home in a few days, but she must be careful. This is a command by the original Commanders, who threaten to resort to clubs if necessary.

☆ The Ski Club dance proved one of the best of the season. Eddie Anderson proved just about tops as M.C., and the ladies, under Mrs. Lucas did a fine job indeed. as did Cashmore to the chocolate cake. The cedar chest was won by A. McDiarmid, and the rug by Mrs. Arthur.

☆ Mr. E. Berquist has as his guest for a week his brother, Mr. Ernest R. Berqu'st of Casper, Wyoming, whom he has not seen for twelve years. Mr. Berquist, who is accompanied by his son, Rudolph Carl, is a railroader and came by rail and bus. He is delighted with the Sim'lkameen.

☆ Here's a sample of what Similkameen's natural assets mean to some people: Mr. and Mrs. M. Lyons well-to-do Seattle business folk, came here to hunt a few weeks ago. It was early and dry, and he deer were high. They saw none. But they left word with Gerald Burr to wire them when cond'tions were right. He did when the snow came, and they wired back "leaving tomorrow. They did, and got two nice ones on D'Arcy Mtn. And were they pleased!

☆ A number of Blakeburn people were in town Wednesday, pay-day.

★ Mr. Cameron Hooper was taken seriously ill w th pleurisy this week. Mrs. C. R. Mattice is relieving.

☆ Mr. Ray Biggs is back from Moyie with h's plans uncertain. He is at home meantime.

★ Mr. and Mrs. H. Riggs and Mr John Watson motored to Hedley to see "Maytime" Fr day night.

TEMPUS FUGIT

★ Yes, sir, the old Roman had something when he said that. It will be Christmas before we know it.

★ Avoid last minute rush and error this year by ordering your **Personal Greeting Cards** early, when stocks are full.

★ Our customers have remarked on the quality and value we are able to give. That is because we are in the business. We buy direct and do the printing here, just as you want it. We guarantee that you can't do better. Then we appreciate your doing something for your own paper

THE STAR

☆ *Another Great General Motors Achievement*

Watch for the Announcement of the
New Chevrolet
on Display Soon
RHODES' GARAGE
PRINCETON, B.C.

For All Kinds of
LUMBER
★ ☆ ★
All Grades General Purpose Lumber at Reasonable Prices, at our Mill, Belfort, or Delivered.
★ A SIMILKAMEEN INDUSTRY ★
DEMUTH
LUMBER CO., LTD.
PRINCETON, B.C.

Tempting
Food . .
Served to Your Taste when you eat at the
Great Northern Cafe
Hedley's Main Corner

Reliable Valley
Freight Service

Licenced
Public Carriers
REGULAR SCHEDULE
PRINCETON-HEDLEY
Monday-Wednesday-Friday
BILL'S CARTAGE
W. GILLIS, HEDLEY, B.C.

Eat the
NU-WAY
It's the Best Way
Formerly The Lucky Strike
Home Cooking; All White Help
HEDLEY, B.C.

Commercial Cafe
HEDLEY, B.C.
Meals at All Hours
Where Everything Is Right

Mad Coquihalla Dash Is Still Remembered

[Continued from Page One]

tragic characters. Seventeen miles through that still, rock-bound wilderness a mad run-away train careened before it piled up with a mighty crash. The grade averaged only 2.6 per cent, but it was steady, relentless.

The cause of the accident was never made known, nor was the reason for the failure of the air-brakes disclosed, though both public and company enquiries were rigorously prosecuted.

The train was travelling west with a trip of 40 cars. Two engines were attached, one in front and one in the middle.

It is believed that a broken wheel was the starting point. But all that is fact is that the crews suddenly realized that the train was careening down the grade, out of control.

What deeds of heroism were performed during that awful flight will never be known, for many of them were vain, and perished with their authors. When the crew in the second engine saw that the first section was doomed, they crawled out and cut the couplings, bringing their section to a stop with the air brakes.

Fireman Ralph Letts left the cab and climbed up on a car with other members of the crew, trying to operate the air brakes. Jarring of the train knocked him off, badly injured. It was at first thought he had jumped.

Engineer Robert Marks stuck to his post. The handful of railway population of the desolate Coquihalla heard the terrific roar minutes before the train rushed past. As they fearfully and helplessly gazed on at Jessica, they saw fire dashing from the wheels, though it was broad daylight. It is estimated that the mad speed the train developed was nearly 150 miles an hour.

Engineer Marks stuck to his post. But even in this awful plight, he was a railroader. Mindful of other traffic that might be ahead and in the course of his uncontrolled beast of fury, he leaned far out through the cab window and shouted above the awful roar, as the train flashed past Jessica to certain destruction, "Wire the dispatcher!"

That was the last the world knew of Bob Marks. A few hundred yards beyond the inevitable happened. The mad runaway failed to negotiate a bad bend, and exploded as if it had been a quarter mile of madly rushing dynamite, instead of wood and metal—and men.

The horror of that wreck is indescribable.. Fire broke out immediately, and spread to the trees and burned down a trestle. Coal from the local mines spilled over wrecked autos and ingots of Tadanac lead. Lead poured down the mountainside in grotesque shapes. From one was taken a watch, a bit of a glove, a belt buckle, and a bit of seared human flesh. Enough of that description.

The widowing of a Penticton woman for the second time in a few months was only one of the tragic tricks of that terrible disaster. She was Mrs. Bob Marks, whose first husband, also an engineer, had been killed not long before in an accident east of Penticton.

The best railroad brains of half a continent grappled with the solution of that disaster; but they never gave out any.

Toll of the heavy snowfall of January, 1935, the first bridge out of Princeton went out, but with no trains in sight. It was rebuilt in record time.

The following winter's break-up brought a serious cave-in at the Tunnel just west of Princeton.

★ Deer were plentiful over the week-end as a result of the stormy weather. Fourteen is said to have been the total of the local kill.

See It!
Hear It!
RADIO'S RICHEST VOICE.. The New
SPARTON RADIO
"The Pathfinder of the Air"
☆ Superlative Tone—☆ Supreme Selectivity
You must not overlook this Wonder Set
S. M. NECHIEFMAN Electrical Supplies.

LEW LUN
Ladies' and Gentlemen's Wear
—: Importer :—
• SPECIAL THIS WEEK
CHINESE TABLECLOTHS
LADIES' UNDERWEAR
SILK SHIRTS FROM HONG KONG
NEXT RHODES' GARAGE, PRINCETON

ULTRA
LOTION
◆
For Chapped and Roughened Skin
◆
Large Bottle Family
50c

PRINCETON
DRUG &
BOOK STORE
G. G. LYALL, MANAGER

BLOW!
TELEPHONE 36
ON THIS SQUARE
If it turns white, you don't need to Advertise in The Star
The Star is the only qualified advertising medium in the Similkameen. If it's in The Star, it's right.
★ AND OF COURSE, EXPERT PRINTING IN ALL ITS BRANCHES

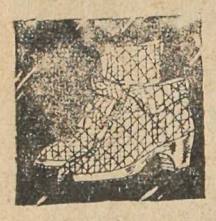
☆ Printing That Talks
☆ Advertising That Pulls
☆ Service That Satisfies
and . . .
☆ A Paper That Is a Community Force

Need Any
★ SIGNS
★ RECEIPTS
★ BLOTTERS
★ SCRATCH PADS
★ SECOND SHEETS
★ CARBON PAPER
★ NEWSPRINT
★ SIGN WRITER'S BOARD
★ RUBBER STAMPS
★ STENCILS, etc.
★ PRICE TAGS
★ COUNTER CHECK BOOKS
★ LEDGERS, etc.
★ LEDGER SHEETS
★ GUMMED TAPE
★ DESK STAPLERS
★ TYPEWRITERS,
★ RIBBONS, etc.
★ CASH REGISTERS
★ ADDING MACHINES
★ MIMEOGRAPHING
★ TICKET PUNCHES
★ BRIDGE & WHIST TALLIES
★ SYMPATHY CARDS
★ PERSONAL STATIONERY
★ STRIP TICKETS
★ LEGAL FORMS
★ SEALS
★ MUSIC PAPER
★ MUSIC PRINTING
?
AND OF COURSE
PRINTING
ALL KINDS
THE STAR
☆ Telephone 36

Your Store

Groceries
Provisions
Flour and Feed
Hardware
Dry Goods
Boots and Shoes, etc.
COSMOPOLITAN
Handy to the Station
PHONE 85

DOMINION
SALES BOOKS
★ At The Similkameen Star



FEET WET ? ? ?

This is the time of year you take most chances —as you have probably learned already. If you are lucky enough to have escaped one, we invite you to guard against wet feet and their dangers by buying a pair of RUBBERS or OVERSHOES now. We have all styles and all sizes in stock.

C. V. PROSSER

Shoes, Men'swear

Cards of Thanks

MRS. W. Paulson and Mrs. J. Carlson acknowledge with heart felt thanks the kindness and sympathy of their many friends and others, in the loss of a husband and brother. They are especially grateful to the doctors and nurses, and all who sent floral tributes.

★ According to our radio (noise) Harry shaved at Noon Sunday.

★ Mr. Len Howson of Penticton is a business visitor in town.

★ Mr. Deward Broomfield has left for Vancouver to take a business course.

★ Mr. John Coles has been sent to the bridge wreck as relief operator for the C.P.R.

★ Among the lads recruited for the bridge accident work crew are Arnott Urquhart, D. McGillivray, and Bert Rose.

LEGALS

WATER NOTICE

Diversion and Use

TAKE NOTICE THAT the Keremeos Irrigation District whose address is Keremeos, B.C., will apply for a licence to take and use 1260 acre feet of water out of the Similkameen river, which flows south-easterly and drains into the Okanagan river about Oroville, Washington, U.S.A.

The water will be diverted at a point about 200 feet west and 125 feet south of the south corner of Lot 61, Map 301 and will be used for Irrigation purposes upon the land described as District Lots 111 and 112, S.D.Y.D.

This notice was posted on the grounds on the 8th day of November, 1937.

A copy of this notice and an application pursuant thereto and to the "Water Act" will be filed with the Water Recorder at Princeton.

Objection to the application may be filed with the said Water Recorder or with the Comptroller of Water Rights, Parliament Buildings, Victoria, B.C. within thirty days after the first appearance of this notice in a local newspaper.

Keremeos Irrigation District,
Applicant,
A. F. Paget,
Agent.

The date of the first publication of this notice is 11th November, 1937. 39-4

Legals

LAND REGISTRY ACT
(Section 160)

IN THE MATTER OF: Lot 7, Block 2, Map 107, Hedley City.

PROOF having been filed in my office of the loss of Certificate of Title No. 22620A to the above mentioned lands in the name of Milford Chipman Kent, and bearing date the 14th June, 1911.

I HEREBY GIVE NOTICE of my intention at the expiration of one calendar month to issue to the said Milford Chipman Kent a provisional Certificate of Title in lieu of such lost Certificate. Any person having any information with reference to such lost Certificate of Title is requested to communicate with the undersigned.

DATED at the Land Registry Office, Kamloops, British Columbia this 21st day of October, One thousand nine hundred and thirty-seven

R. A. BRADEN,
Registrar.

Date of first publication: 28th October, 1937.

WATER ACT

Notice of Application for the Approval of Plans

TAKE NOTICE that the West Kootenay Power and Light Company, Limited, will apply to the Comptroller of Water Rights for the approval of plans of the works to be constructed for the diversion of water from Kootenay River at Brilliant B.C., under application for a licence for power purpose, which application was filed in the office of the Water Recorder at Nelson, B.C., on the 21st day of April, 1931.

The water is to be diverted from the said stream at a point about 2000 feet downstream from the north east corner Sublot 28 of Lot 4598, Kootenay District, and is to be used upon the lands described as a power site, located on Sublots 28 and 67 of Lot 4598, Kootenay District.

The locality within which the business of the Company is to be transacted is 150 miles radius of the Post Office in the City of Rossland, B.C.

The plans and specifications of the said works made pursuant to Authorization No. 1011 have been filed in the office of the Comptroller, and duplicates of such plans and specifications are now open to inspection in the office of the Water Recorder at Nelson, B.C.

Objections may be filed with the Comptroller at any time prior to the expiration of thirty days after the first publication of this notice.

The date of the first publication of this notice is 18th November, 1937

WEST KOOTENAY POWER & LIGHT COMPANY, LIMITED
By C. B. Smith,
Agent.

50-4c.

Classified

MARRIED woman urgently needs work. Anything. Box U, Star.

WANTED—Clean battery lead in small pieces. Lots of it, at once. Star Office.

YOUR AD in this column will bring big results.

WANTED—A listing of vacant residential properties for sale and for rent in Princeton. Leave particulars at The Star office.

SELECT your Christmas Cards now at The Star.

Consolidated Mining & Smelting Co.
of Canada, Limited
Trail, British Columbia

MANUFACTURERS OF
ELEPHANT
BRAND
CHEMICAL FERTILIZERS

AMMONIUM PHOSPHATE
SULPHATE OF AMMONIA
TRIPLE SUPERPHOSPHATE

PRODUCERS OF
TADANAC
BRAND
ELECTROLYTIC

LEAD CADMIUM
ZINC BISMUTH

P. W. GREGORY
INSURANCE REAL ESTATE
NOTARY PUBLIC
HOUSES FOR SALE AND RENT
★ Largest Listings of Princeton Property.
Agents for Lots in Allison Townsite

WE AIM TO GIVE .....
"DO IT ELECTRICALLY"
CONTINUOUS
COURTEOUS
SERVICE
Princeton Light & Power Co., Ltd.

CANADIAN PACIFIC

TIME TABLE

TRAIN No. 11—WEST

Leave Nelson, B.C.	10:05 a.m.	Daily
Leave Princeton	2:11 a.m.	Daily
Arrive Vancouver	10:00 a.m.	Daily

TRAIN No. 12—EAST

Leave Vancouver	8:15 p.m.	Daily
Leave Princeton	4:15 a.m.	Daily
Arrive Nelson	8:45 p.m.	Daily

BROOKMERE-MERRITT SPENCE'S BRIDGE

Train No. 805, North	Mon.-Thurs.
Leave Brookmere	8:00 a.m.
Leave Merritt	11:15 a.m.
Arrive Spence's Bridge	2:00 p.m.
Arrive Merritt	9:35 a.m.

Train No. 806. South	Tues.-Fri.
Leave Spence's Bridge	6:00 a.m.
Arrive Merritt	8:20 a.m.
Leave Merritt	10:00 a.m.
Arrive Brookmere	12:20 a.m.

Princeton, B.C. C. A. BERNARD,
14th August, 1937 Agent.

DEPARTMENT OF MINES

Synopses of Mining Laws

MINERAL ACT

Free Miners' Certificates

Any person over the age of eighteen, and any Joint Stock Company is entitled to enter upon all waste lands of the Crown and upon any other lands whereon the minerals other than coal are reserved to the Crown and its licensees (with specific reservations), for the purpose of prospecting for minerals, locating claims, and mining. The fee to an individual for a Free Miners' Certificate is $5.00 for one year. To a Joint Stock Company having a capital of $100,000.00 or less the fee for a year is $50.00; if capitalized beyond this the fee is $100.00. The Free Miners' Certificates run from date of issue and expire on the 31st of May next after its date or some subsequent 31st of May. Certificates may be obtained for any part of a year terminating on 31st of May for a proportionately less fee. (Free Miners' Certificates are also applicable to the Placer Mining Act.)

Mineral Claims

Size: 51.65 acres.
Recording fee: $2.50 per claim.
Representation: Assessment work to the extent of $100.00 must be done each year and recorded on or before the anniversary date of record of the claim. Cash in the sum of $100.00 may be paid in lieu of such assessment work. Fee for recording assessment work, $2.50. If the required assessment work has been performed within the year, but not recorded within that time, a free miner may within thirty days thereafter record such assessment work upon payment of an additional fee of $10.00. The actual cost of the survey of a mineral claim to an amount not exceeding $100.00 may also be recorded as assessment work. As soon as assessment work to the extent of $500.00 (or cash paid of a like amount) is recorded and a survey made of the claim, the owner of such claim is entitled to a Crown Grant on payment of a fee of $25.00, and giving the necessary notices required by the Act.

PLACER MINING ACT

Four types of placer claims:
Creek diggings; bar diggings; dry diggings; and precious stone diggings. (For details see Part II, Placer Mining Act.)
Representation: A placer claim must be worked by the owner or someone on his behalf continuously as far as practicable during working hours. Lay-overs and leaves of absence may be declared by the Gold Commissioner under certain conditions. To hold a placer claim for more than one year it must be re-recorded before the expiration of the record or re-record.

Placer Mining Leases

Size and method of staking, etc.
Eighty acres in extent, staked along a "location line" not more than one-half mile in length. In this line one bend or change of direction is permitted. Where a straight line is followed two posts only are necessary, i.e., an "initial post" and a "final post." Where there is a change of direction a legal post must be placed to mark the point of the said change. The leasehold is allowed a width not in excess of one-quarter mile. The locator is required within thirty days after the date of the location to post a notice in the office of the Mining Recorder setting out the name of the applicant; the number of his free miner's certificate; the date of location; the number of feet lying to the right and left of the location line; and the approximate area or size of the ground.
Dredging leases on rivers for five miles below low-water mark are also granted.
Fees: Annual rental on placer mining lease, $30.00; annual development work required to be expended, $250.00; annual rental on dredging lease, $25.00 per mile; annual development work required to be expended, $1,000.00 per mile; the value of any new plant or machinery employed to count as money expended in development. Fee for recording certificate of work, $2.50. Lease fee, $5.00.

Provisional Free Miners' Certificates, (Placer) Act

Department of Mines Act

Among other things, these Acts provide for the staking and representing of placer claims without payment of fees, and assistance to prospectors by free assays, etc.

A detailed synopsis of the above Acts; also the "Mines Development Act"; "Mineral Survey and Development Act"; "Iron and Steel Bounties Act"; and "Phosphate-mining Act"; are available at the Department of Mines, Victoria. Complete copies of the Acts may be obtained from the King's Printer, Victoria.

Synopsis of Land Act

PRE-EMPTIONS

VACANT, unreserved, surveyed Crown lands may be pre-empted by British subjects over 18 years of age, and by aliens on declaring intention to become British subjects, conditional upon residence, occupation and improvement.

Full information concerning Pre-emptions is given in Bulletin No. 1, Land Series, "How to Pre-empt Land," copies of which can be obtained free of charge by addressing the Department of Lands, Victoria, B.C.; Bureau of Provincial Information, Victoria, or any Government Agent.

Records will be granted covering only land suitable for agricultural purposes within reasonable distance of road, school and marketing facilities and which is not timberland, i.e., carrying over 5,000 board feet per acre east of the Coast Range and 8,000 feet per acre west of that Range.

Applications for pre-emptions are to be addressed to the Land Commissioner of the Land Recording Division in which the land applied for is situated, on printed forms obtained from the Commissioner.

Pre-emptions must be occupied for five years and improvements made to value of $10 per acre, including clearing and cultivating at least five acres, before a Crown Grant can be received.

Pre-emptions carrying part time conditions of occupation are also granted.

PURCHASE OR LEASE

Applications are received for purchase of vacant and unreserved Crown lands, not being timberland, for agricultural purposes. Minimum price of first-class (arable) land is $5 per acre, and second-class (grazing) land, $2.50 per acre. Further information is given in Bulletin No. 10, Land Series, "Purchase and Lease of Crown Lands."

As a partial relief measure, reverted lands may be acquired by purchase in ten equal instalments, with the first payment suspended for two years, provided taxes are paid when due and improvements are made during the first two years of not less than 10% of the appraised value.

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

Unsurveyed areas, not exceeding 20 acres, may be leased as homesites, conditional upon a dwelling being erected in the first year, title being obtained after residence and improvement conditions are fulfilled and land has been surveyed.

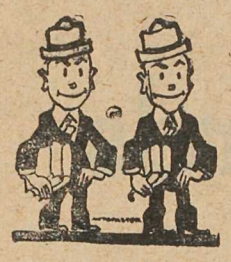
For grazing and industrial purposes areas not exceeding 640 acres may be leased by one person or a company.

Under the Grazing Act the Province is divided into grazing districts and the range administered under grazing regulations amended from time to time to meet varying conditions. Annual grazing permits are issued based on certain monthly rates per head of stock. Priority in grazing privileges is given to resident stock owners. Stock-owners may form associations for range management. Free or partially free permits available for settlers, campers and travellers, up to ten head.

☆ Star "Coming Ev nt" Ads Pay

GREEN FORESTS ENSURE FUTURE PROSPERITY
BE CAREFUL WITH FIRE IN THE WOODS

Now Open!



N. JUSKIW

With A Brand New Stock of
Groceries, Confectionery
School Supplies
VERMILION AVENUE,
Princeton

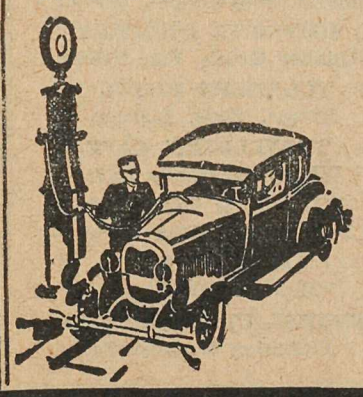
New Location
CAPITOL THEATRE BLDG.
Offering a fine line of better Watches, including Bruener Masterbilt shock-proof wrist and pocket models, Waltham and any Swiss movement make either in stock or to order.
☆ Also Clocks — Deluxe, West clox and other popular models Novelty clocks of all kinds. Buy anything on Easy Payment Plan

S. Osmak
Jeweler, Watchmaker

Winter Service

●More than ever now that winter is here do you need Automotive efficiency. Battery, radiator, tyres, rear end especially, but every part of your car is subject to greater strain, greater danger. Expert care costs less in the long run.

RHODES' GARAGE
★CHEVROLET
PHONE
NIGHT 51
DAY 101



Accept No Substitute

THE Japs seem to be on their way, but they do not realize where they are going. They will likely capture the Chinese concessions they are after, but nobody has ever succeeded in conquering the Chinese. The Chinese invariably absorb their conquerors. And it is costing the Japs a pretty penny in manpower, credit and good-will and sooner or later they will pay, in one way or another. The Italians captured Ethiopia "to expand", but not one Italian has gone there to live. You can't beat fair play. That's the reason we've been in business here for fifty years. Another good reason is
FIVE ROSES FLOUR

F. P. Cook Estate
ESTABLISHED 1886
Groceries and Merchandise of all kinds, Flour and Feed, etc.
STORES AT PRINCETON AND COALMONT

HUFF'S
MEAT MARKET ON WHEELS
FRESH AND CURED MEATS
—: PRODUCE :—
● PRINCETON— Parked by the Capitol Theatre Friday afternoon and Saturday.
● ALLENBY—Thursday.
SAVE BY BUYING DIRECT
NO. 1 SEASONED PINE and FIR WOOD
Leave Orders With Huff

Phoenix Ski Club Was The First In Canada

A Grand Forks "25 Years Ago" column recently carried a two line item that has resulted in volumes of words Princeton way. It tritely quoted "The Phoenix Ski Club has been re-organized."

That started Andy and Andy and Hans and Albin and the rest reminiscing; and they are still at it.

Andy the younger stormed our citadel to urge that the Phoenix Ski Club was the first in B.C, nay, the first in Canada.

Between explosives and expletives you gather that ski-ing arrived with Andy in December, 1910, direct from Norway, by Yiminy, and I beat Engen, too, because he fouled.

Andy, the ski-ing milk-man, puts it this way: "I come to Phoenix with my skis on my shoulder. Engen he look up at me, and look me all over. "You come from Norway?" he ask. I yoost look disgusted at him. Next day we form a ski club."

Kid Andy that he didn't beat Engen. It never fails. He goes red in the face, and his look is a challenge to bring Engen right now and prove it, mid-summer or mid-winter. They actually did try it once; oooow! But "I got the silver cup to prove it. I beat Engen at Rossland too, if we had a judge. He put his hand down —so— that's a foul!" he winds up in triumph. At that point it's time to stop baiting Andy.

Andy and his compatriots never tire of telling how they put ski-ing away to a glorious start early in 1911. That, they say, was the origin of the sport in Canada.

When Phoenix folded up they moved over here almost en bloc. Now in Princeton and vicinity, and all members of Princeton Ski Club are E. Engen, Andy Stenvold, Hans Christensen, Albin Nelson, Andy Johnson, Gust. Eklof, Charlie Eklof and Oscar Vick (mascot.)

Andy Johnson was the first president.

• *Round The Corner*

[Continued from Page Two]

men's opinions, morally guilty, even so. But after all, it was a serious accusation, and he didn't get the chance.

The Speaker, hitherto uninterested, was immediately on his feet. It was offensive language ,and must be withdrawn.

"I could not imagine—" started Dr. Telford.

"Does he withdraw?" persisted the Speaker.

"All right, I'll withdraw, but it doesn't alter my opinion."

The Premier jumped to his feet on a point of order, but it was not necessary. The Speaker was up ahead of him. The withdrawal was not sufficient; it must be absolute.

"Very well, I make the withdrawal unqualified", subsided the stormy Doctor. And that was that.

It's like the small boy who called his aunt an old hag. His mother warmed his understanding, and sent him to apologize, and he said, "Aunty, I am sorry you are an old hag." So he got another spanking, and tried again. This time he said, "After all. Aunty, you're not to old.

SCHULLI'S POOL ROOM
Pool, Billiards, Snooker and Good Fellowship
ROBT. SCHULLI. PROP.

STOP, FRIENDS!
New centrally located in the Hotel Princeton Block. We invite you to call on us
Tobacco. Confectionery. Magazines. Souvenirs
JAMES CORRIE
PRINCETON, B.C.

★ Star Ads Are Cobblestones on the Highway of Business

L. Q. WILSON PRINCETON, B.C. T. G. LESSARD

PRINCETON BILLIARD HALL
AND BARBER SHOP
RIVERSIDE AUTO PARK
P.O. BOX 61
CONFECTONERY NOVELTIES
TOBACCOS TOURIST INFORMATION
★ NEWS HEADQUARTERS

Complete The Hope-Princeton Road

This advertisement is not published or displayed by the Liquor Control Board or by the Government of British Columbia.

25 Years Ago—

Similkameen Star, 1912

20th Nov.—Wedding—Geo. Unseold to Isabel Trehearne at the S. R Gibson home. Rev. R. J Mc Lean.

Mr and Mrs. F. A. Howse left for a visit to Nelson.

In police court—F. P. Cook vs. E. Clark, printer of the Coalmont Courier, appropriation of the plant; before Magistrates Thomas and Waterman.

15 Years Ago—

Princeton Star, 1922

Nov. 18—Calgary—R. E. Edwards, of the Calgary Eye-Opener, dies from influenza.

Double wedding at the home of Mr. and Mrs. R. Schulli—Mary and Betty to Michael Cavino and John D'Angelo. Rev. Herb'son.

Poppy sale netted $109.90. Coalmont outsold Princeton.

G. E. Murphy and Fred Foster report No. 2 tunnel, Princeton Mining Development Co. mine, looking fine.

★

STAR FISH & CHIPS

Hamburgers, Waffles Chili Con Carne, etc.

Opposite A. L. White's

POWER LINE DOWN

WHEN a tree fell across the company's power line between Allenby and Copper Mtn., the latter camp was without power and electric light for about half an hour early Monday evening. The damage was soon repaired.

GREYHOUND STRANDED

GREYHOUND BUS No. 24 has been stranded on the Wolf Creek hill, Copper Mtn. road since Saturday, when the rear-end gave out. Service continues as usual.

LEGALS

WATER NOTICE

Diversion and Use

TAKE NOTICE that the Granby Consolidated Mining, Smelting and Power Company, Limited, whose address is Royal Bank Building, Vancouver, B.C., will apply for a licence to take and use 30,000 gallons per day of water out of the south fork of Bromley Creek which flows north-easterly and drains into the Similkameen river about five miles above Princeton.

The water will be diverted at a point about 200 yards south-west of the north east corner of Lot 970 Yale Division, Yale District, and will be used for steam purpose upon the mine described as Coal Mining Leases Lots 968, 969, 970, and 976 and 385, Yale Division, Yale District.

This notice was posted on the ground on the 10th day of November, 1937.

A copy of this notice and an application pursuant thereto and to the "Water Act" will be filed in the office of the Water Recorder at Princeton, B.C.

Objections to the application may be filed with the said Water Recorder or with the Comptroller of Water Rights, Parliament Buildings Victoria, B.C., within thirty days after the first appearance of this notice in a local newspaper.

The Granby Consolidated Mining, Smelting & Power Co., Ltd., Applicant.
50-4c

By P. W. Gregory, Agent.

The date of the first publication of this notice is 25th November 1937

NOTICE

NOTICE is hereby given that some 60 town lots in two subdivisions within District Lot 1823, Osoyoos Division of Yale District will be offered for sale at a

PUBLIC AUCTION

to be held in the Government Agent's Office at Princeton on Saturday, the 11h day of December, 1937 commencing at 10:30 a.m.

The lots are situated in what is known as the "Princeton Heights and "Allison" Subdivisions.

For further particulars apply to the Government Agent, Penticton, or the Government Agent, Princeton, or to the Deparment of Lands, Victoria, B.C.

H. CATHCART,
Deputy Minister of Lands
Victoria, B.C.,
18th November, 1937.

We Buy, Sell and Exchange

★

Bargains!

in Furniture, Stoves, Beds, Hardware, Tools, Chinaware, Utensils Clothing, Harness, etc. etc. New and Second Hand.

An Example
3-piece Chesterfield set. Beautiful plush upholstery, like new; only $50.00

See us First——We Can Save You Money.

HAMILTON'S

POST OFFICE BLOCK, PRINCETON

Tune in the World with

MARCONI

The Greatest Name in Radio

FOR SALE BY C. V. PROSSER

THE CAPITOL

Better Sound ☆ Better Pictures.

PRINCETON

MONDAY, TUESDAY
NOV. 29-30

CIRCUS GIRL
A Four Ring Romance

COMIC ATTIST'S HOME LIFE

NUTTY SPIDER

THURSDAY, FRIDAY, SAT'Y
DEC. 2-3-4

Marlene Dietrich
—in—
Garden Of Allah
—with—
Basil Rothbon

MICKEY MOUSE CARTOON

★ NEWS
DICK TRACY SERIAL
Episode 5.

Christmas Cards

PRICES mean little in buying Personal Greeting Cards. It's VALUES that count. You can buy cards elsewhere as cheaply, we know, but we guarantee you can't get value in qaulity to compare. And we can print your personal greeting while you wait. Don't overlook this real Card bargain.

THE STAR

Star Ads Are Cobblestones on the Highway of Business

WHAT?

Do the Mail Order Houses, Crain Stores and Peddlers do for you; what do they do for the Town? Where does the profit go? How much of it goes back into local investment, local industry? And what is a town without industry, circulation of money? Where does your pay check come from? Spend at home; your money will come back to you

A. S. BLACK
Barrister, Solicitor

PRINCETON BREWING CO.
A Local Industry

PRINCETON BAKERY
The Original Princeton Bread

BURR MOTORS, LTD.
Ford Sales and Service

CAPITOL THEATRE
100 Per Cent Sound

JAMES CORRIE
Tobaccos, Periodicals

F. P. COOK ESTATE
The Old Corner Store

COSMOPOLITAN STORE
Up Town Department Store

DEPARTMENT STORE
We Sell Everything

DEMUTH LUMBER CO
Lumber for all Occasions

EWART'S HARDWARE
Everything in Hardware

P. W. GREGORY
Insurance, Real Estate

MODEL TRANSFER
Coal, Wood, Transfer

GREYHOUND STAGES
Stages To All Points

HANINGTON'S
Princeton Variety Store

HAMILTON'S
New and Second Hand

N. JUSKIW
Vermilion Avenue Grocery

LEW LUN & CO
Ladies', Men's Wear, Importer

CANADIAN LEGION
The Veterans' Club

MATHESON BROS.
Groceries, Meats

LOUIS MORA
Painter and Decorator

S. M. NECHIEFMAN
Electrical Work, Supplies

S. OSMAK
Jeweler, Watchmaker

PEASE & ATKINSON
Coal, Wood, Transfer

C. V. PROSSER
Shoes, Repairs, Men's Wear

PRINCETON MOTORS
Dodge, Chrysler, Sales, etc.

PRINCETON CAFE
Class without Extravagance

RHODES' GARAGE
General Motors Sales, Service

SIMPSON'S GROCERY
Quality Goods, Fair Prices

TULAMEEN HOTEL
Rooms, Cafe, Licence

TRAVELLERS' CAFE
Where Everybody Eats

WILSON & LESSARD
Pool Room, Auto Camp

A. L. WHITE
Home Furnishings

GENERAL UTILITIES, LTD.
Princeton Waterworks