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THE SIMILKAMEEN STAR

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PHONE 137

Fiftieth Year; No. 16 — PRINCETON, B.C., THURSDAY, 20th APRIL, 1950. 5c per Copy; $2.00 per Year

After Midnight

CONFUSION—BY ORDER

★ WHATEVER time it is righ now, it isn't, but Dr. Johnson says it is, and that makes it official and unanimous. You know what happened when the court astromomer and the donkey gave the king different predictions on the weather—the sag had his head lopped off and the ass went into politics.

By Dr. Johnson's Baby Benefits it is umpteen o'clock; by the Amighty's clock it lacks it by one hour; but then it is becoming increasingly evident that the Almighty is not the boss around James Bay.

Some of the naive among us were under the impression that the Almighty had made a pretty fair job before the supreme evolution of creation, the politician in ordering throughout the cons our mysterious universe, but it is readily conceded that there is neither miracle nor mystery like politics, and doubtless Dr. Johnson can improve on the Almighty After all, they gave us July in November when they gave us the road and if you don't agree your baby may be black — and your baby benefit too; you remember the five cent speech and you know the threat about that lovely 3 per cent. tax. Why shouldn't Dr. Johnson give the Almighty the pink slip of dawn?

Of course he is only borrowing the hour, he will give it back in the Fall, and since government is the art of borrowing, why not from the Almighty?

They do it with the pay envelope and the dollar, only they don't trouble you by giving it back. In an economy where it is smart to make millions out of hungry stomachs in wheat futures and fashionable to have flurry on the gee-gees (the horses, who do the running, don't get it) and a sin to buy a ticket on a chariy raffle, the morality at least is not amazing.

But nevertheless confusing; Because Dr. Johnson is not yet Kublia Khan or Willie the Conker, and there are metropoli like Hoboken and Auchtermuchty which still prefer the Almighty and stick by his dial which is annoying to Dr. Johnson and is mildly embarrassing to the rest of us, who find ourselves arriving in Olalla before we have left Okalla. But if the good doctor will come with me out to Somoa I will show him a spot where he can juggle not merley with an hour but with a whole day. And he has only to get himself elected and make it a week. Who cares? We ain't going nowhere.

But not everyone lives in a hick town and there are always seditious insurrectionists who prefer the Almighty to Dr. Johnson and perdition to coalition and stick by their contract with the sun and there is beautiful confusion: but politics thrives on confusion.

Now such insignificant independents as Fairley's Ferry and its subsidiary the C.P.R. also cock a snook at making the clock a gyroscope. Herr Fairley, however, is a cosmoolitan sort of guy and while he has not contrived to add a cubit to his stature (?) he can always accommodate a cupid and a couple of cuties; he goes to work by company time and quits by coalition time and any time is teacher time.

In Britain they go one better and double the disruption and anyone who has howked tatties knows all about that. But our Dr. Johnson catches on or give him time—he'll take it anyway.

In a civilization that goes for zoot suits and the Andrews sisters, it is not surprising that the clock jockeys have a following. After all, we went for a second dose of the coalition; no doubt the CCF would socialize the sun.

There are doubtless many who would like epicurean forever. but as yet Dr. Johnson has not condescended to give us humortality by order.

There are people—the kind of people who pay by draft and delight in the rubber dollar, who no doubt are tickled with a little flurry with time, but the

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Opinion★★★
Coal--No But Yes

IN ADVERSITY oft lies the seeds of success. In an intensive analysis in our last issue consequent on the closing of the Tulameen colliery, we found that what Princeton's neglected 300,000,000 coalfield needs is not artificial subsidy but factual ficiency; that the starting point is survey and co-ordination of coal measures.

Now we are advised that the government has promised, or is considering, an intensive survey.

Thus adversity may well be opportunity; and if a thorough survey does result, we shall find our difficulty a good investment. So, we think, will the government.

Our coal need not be so black There is just one thing wrong with this—it isn't true The government has made no such commitment that those who would know of do know of. But it is still a good idea And it shows that Similkameen reads and is ruled by he Star. Maybe governments could do worse more wisely.

☆ ☆ ☆

A Good Bargain

A YEAR AGO there was a lot of squabble about the new school. Whether the school was built where it ought to go, or procedure was altogether as it ought to be, or value, dollar for dollar, it is simply stupid to argue over now. It is a fait accompli, and to waste its value by stubbornness would be a worse fault than any that could be before it.

The one point your paper has always stressed is that in so vital a community asset price was no quibble as long as we got value.

Now whether we got value in nails and lumber and cement there is no point in even examining now.

The point is that we spent a lot of money and we got something and its real value is in what we make of it.

Technicalities aside, the important thing is that we have all the facilities to make it a tremendous community assset—facilities in which we have been sadly deficient, and paid heavily for in their lack.

Education, recreation, entertainment, physical and cultural—these things have tremendous value, whatever we pay for them

The school board has wisely agreed that these facilities will be available to the community at large.

This school can only be paid for in one way—not in cash but in the value we make of it. We can make it a rare bargain.

In that lies challenge and opportunity—to teachers and students, and to the public.

☆ ☆ ☆

And A Bad One

ONCE more Princeton is the centre of an intensive—and expensive air search. A year ago the happy ending of the rescue of a pilot-clerk and a student nurse from a spur of Hozomeen made good copy—and bad debts Two weeks ago a great guy, with his pal, burned to death when their plane crashed in this area. Twice within a year small planes have been lost in the rugged country between Princeton and Hope.

Now as long as men dare to lift the world by progress there will always be danger, and it is a tradition of humanity to stand by its forward sons. When a plane crashes expense should be no object.

But there is a point in progress beyond which bravery becomes bravado. In the rising standard that comes of progress that point advances; luxuries yesterday are commodities today. The electric washer and the five hour day, in wisdom, give fuller living.

But all values are relative and some are fundamental, and the fundamental come first and do not change. It is questionable whether it is wise that some of us have diamonds and private planes while as many others starve in hovels; when Britain rations food and motoring petrol and pays huge subsidies to the British Overseas Aircraft Corporation and pegs wages and levies staggering taxes to lead in jet bombers.

Now in a complex structure the argument is not as simple as that—but that is the fundamental. It is good politics to legalize fallacy: it is still bad business.

Business—political business — compels Britain to keep her end up in commercial aviation. It is the overhead of keeping up false standards at the expense of fundamentals.

More, the security of unequal standards rests on our ability to defend them against others less favored. Defence is the foremost advocacy for expansive — and expensive— aviation. About

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It Happened When?—You'll Find It Here
CHRONOLOGICAL STORY OF SIMILKAMEEN'S PROGRESS

1579—Drake sites British Columbia Coast.
1670—Hudson's Bay Co. incorporated.
1778—Captain Cook at Nootka.
1784—North-West Co. formed.
1785—First fur trader. James Hanna, arrives in "B.C."
1793 — Alexander Mackenzie reaches Bella Coola overland from "Canada."
1790—Nootka convention: Spain recognizes Britain's rights.
1792—Captain Vancouver circumnavigates Van. Isld.
1795—Spain abandons Nootka
1805 — Simon Fraser, overland, H.B. Co., on reconnaissance, founds Fort McLeod.
1807—David Thompson reaches Columbia River, overland.
1808—Fraser explores Fraser to its mouth.
1811—Astoria founded (Pacific Fur Co., John Jacob Astor).
1812—Fort Kamloops founded (Pacific Fur Co)
1812-14—War with U.S
1812—Alexander Ross (Pacific) passes through Similkameen from Ft. Kamloops to Ft. Okanagan.
1813—North West Co. absorbs Pacific Fur Co.
1818—Joint Occupation treaty with U.S for "B.C."
1828—Treaty settles boundary of Russian America (Alaska).
1821—Hudson's Bay Co. and North West Co. unite as H.B Co.
1824—Fort Vancouver (Wash.) founded as H.B. Co. Pacific H.Q.
1826 — Archibald McDonald, visits "Princeton."
1827—Fort Langley founded.
1835—First steamship, Beaver, arrives on the Pacific Coast.
1837—Coal discovered at Fort Rupert, V.I.
1838 — H.B Co. gets licence to trade in Indian territory.
1839—Alaska leased to H.B. Co
1843 — Fort Victoria erected as new H.B. H.Q.
1845—First ship reaches Victoria (from England)
1846—Oregon Boundary Pact.
1846—Alexander Caulfield Anderson locates H.B. Brigade Trail route through Similkameen.
1848—Gold discovered in California.
1848—Fort Yale founded.
1848—H.B. Co. gets rights on Vancouver Island, conditioned on settlement.
1849—Vancouver Island made a Crown Colony. Sir Richard Blanshard arrives as Governor but returns without action.
1851—James Douglas, H. B. Co chief factor, named Governor of Vancouver Island.
1852—Fort Nanaimo founded.
1852—Victoria city surveyed.
1847—Fort Hope founded
1855—First school, near Victoria.
1856 (4th Aug.) first elections on Vancouver Island.
1856 — First Legislature on Vancouver Island.
1856—San Juan dispute. U.S. troops occupy San Juan Island.
1856—Gold found on Fraser.
1857—Imperial Govt. investigation into affairs of H.B Co.
1858—British Columbia (mainland) made a Crown Colony. (James Douglas governor).
1858—John Fall Allison scouts Similkameen.
1858—First gold rush.
1858—First sale of B.C lands.
1858 (24th Sept.) Lt. Col Clement Moody reaches Victoria, followed by detachment of the Royal Engineers.
1859—Gold rush at Blackfoot, opposite Allenby.
1859—New Westminster made capital of B.C. colony.
1859—First government buildings begun, Victoria
1859—New Westminster founded. First lots sold 1st June.
1859—First Chief Justice (Begbie) arrives from England.
1859—Sgt. McColl, RE. builds Sappers' Trail, Hope to Princeton.
1859—Ned McGowan's "war."
1860—Allison settles at Vermilion Forks.
1860—Frank Richter establishes cattle ranch at Cawston.
1860—Capt. Grant, R.E. builds road 25 miles from Hope to Skaist Flats.
1860 — "Princeton surveyed by Royal Engineers on One Mile flat. Governor Douglas visits.
1860—First re-emption act in B.C. First pre-emptions in Similkameen.
1860—Gold discovered in the Cariboo.
1860—Rock Creek gold rush.
1860—Okanagan Mission founded, first Okanagan settlement.
1860—Boundary survey.
1861—Cariboo gold rush.
1862—Overlanders trek from Red River. James Schubert later resided in Similkameen.
1862—Cariboo Road begun.
1862-4—Cariboo Road built.
1862—Victoria incorporated
1862—Chilcotin massacre.
1864 (21st Jan.)—First legislature at New Westminster
1864—First issue Cariboo Sentinel.
1865—Moberly and Dewdney complete Dewdney (Hope) Trail
1865—Hudson Bay post founded at Keremeos.
1865—Big Bend gold rush.
1866—Colonies of Vancouver Island and British Columbia unite.
1867—Sept. 18—John Fall Allison weds Susan Louisa Moir at Hope.
1867—First mail carrier, Jim Wardle, from Hope to Similk'n.
1868—First white child, Edgar Moir Allison born in Similkameen
1871—B.C. joins confederation.
1874—Barrington Price and Nicholson start flour mill at Keremeos.
1875—La grippe epidemic among Similkameen Indians.
1875—Hare and McLeans murders at Canford.
1877—Dr. G. M. Dawson survey.
1880—Earthquake in Similk'n
1880—Moses rebellion in Similkameen led by an American Indian, Moses. Abortive.
1881 — Flood in Similkameen; Allison home carried away.
1883—Chinese tong war in Similkameen by rival gold miners, Quong Yuens and Lee Muns. Arbitrated by Allison.
1884. fall—Gold discovered at Granite Creek by Briggs, Sullivan and Bomley.
1884—Big snow in Similkameen about six feet.
1885—Granite Creek gold rush
1885—Princeton-Granite Creek road built by Bobby Stevenson.
1885—First permanent bridge in Similkameen, over Tulameen River.
1885—First train over C.P.R.
1886. 13 Aug.—First train over E and N (Vancouver Isld) Ry.
1886—Ah Tuck starts store near Princeton Tulameen bridge.
1886. 13 June—Vancouver fire.
1888—First lode mining in Similkameen by Gill and Cornish on Allison's copper claims opposite Copper Mtn., Friday Ck.
1888—Jamesons discover copper at Copper Mtn.
1894—Big Similkameen flood
1894 — First claims staked at Camp Hedley, for Edgar Dewdney
1895—Capt. Scott's Anglo-American hydraulic (placer) operation at mouth of Whipsaw.
1897. 28th November—John Fall Allison, Similkameen's first settler, passes.
1898 — M. K. Rogers bonds for Marcus Daly claims on Nickel Plate Mountain.
1898—Arthur Hickling, persuaded by W. J. Wasterman, buys for English syndicate Princeton townsite from S. D. Sands, son in law of Allison. Survey by R. H. Lee and sale of lots at north end of Bridge St.
1899—John Henry Jackson opens first Princeton Hotel.
1899—First mining at Copper Mtn., by Sunset Brown.
1899—First Princeton sawmill by Tom Hunter of Nicola.
1900—Indian reserves established in Similkameen.
1900. 31st March—first issue of Similkameen Star.
1900—Allison rival settlement to Princeton launched, abortive.
1900—Hedley mill opened.
1900 — Similkameen-Penticton (Green Mtn.) road built.
1900—Otter Flat Townsite (Tulameen) surveyed by R. H. Lee.
1900. 17 Feb.—First session of Yale county court at Princeton under Judge Spinks.
1900—Princeton's first school starts (private); government assisted school 1901.
1902—Hedley hotel built by David Hackney.
1902—Hedley brewery opened.
1902—First railway surveys in Similkameen by James Kennedy GNR and James Hislop, CPR.
1902 — Princeton's first court house built.
1903. 18th November — First meeting Princeton Board Trade
1904—Princeton - Keremeos road built.
1905—Activity at Voigt's camp Copper Mtn.
1905—Telephone built in from Nicola. (government)
1905 — Princeton water works established.
1905 — Princeton-Copper Mtn. road built.
1905 – First church, St. Cuthbert's, built at Princeton.
1905 — Princeton's first school built, present site.
1905—Ashnola townsite surveyed (abortive)
1905 — Princeton's first bank. (Commerce)
1906—Princeton's first fire brigade; revived 1930.
1906—Town of Keremeos Centre sugun, near Tweddle ranch.
1907. Sept. 11—First train reaches Keremeos (G.N.)
1907—Bill Miner train robberies
1907—Princeton brewery opens
1909. 23rd December—First train (G.N.) at Princeton and Hedley
1915. June 15—First Kettle Valley train reaches Princeton.
1909—Coal discovered by Boothroyn in Collins Gulch, Coalmont. Production from Blakeburn the next year.
1910—First Princeton Colliery opened on Allenby Flat.
1910—Cement Plant Bubble.
1911—Princeton first hospital built.
1912—Princeton's first band.
1918—Influenza epidemic.
1920—Copper Mtn. railway built; West Kootenay power line built into Similkameen.
1920—One Mile road to Merritt built.
1926—First Princeton referendum on incorporation
1928. March 18 — Copper Mtn. bunkhouse fire. 11 killed.
1930. 13th August — Blakeburn explosion. 46 die.
1934—Princeton airport opened
1932—The big strike and jobless marches in Princeton.
1934 — Jan. — Record cold at Princeton. 48 below.
1935. 21 Jan.— Record snowfall Princeton—64 inches.
1936 Jan.— Similkameen without W. K. power for a month as heavy miles of line down in snowstorm
1937—Similkameen's first major sports honor. Princeton wins B C Senior C basketball title.
1937—Princeton's first coal electric power plant starts
1937 1st February. Mrs. S. J. Allison, "mother of Similkameen" passes.
1939 Copper Mtn. gave disaster
1939 February 3—Hedley rock slide 2 died 7 houses lost.
1942—Aug — Record high temperature at Princeton, 110.
1948—New Princeton-Keremeos road opened
1948 28 May — High water. Similkameen bridge carried off.
1949. 3rd November—Hope Princeton road opened.
1950. May—Princeton auditorium gymnasium opened.
1950—Cawston benches opened.

Top and Bottom in The Weather World

★

All-Time Princeton Low	—48
Season's Low (25th Jan.)	—42
Coldest on Record (Siberia)	—94
Absolute Zero	—480
All-Time Princeton High	110
Summer's High	99
Record High (Libya)	146
Our Biggest Snow (1935)	64 in.

AN ANALYSIS OF OUR SKI ILLS

SIMILKAMEEN SHOULD BE WINTER SPORTS MECCA

★

WRITE this of as a bad year, and reply to it with a new determination. Next year will be the first with the Hope High way really open to the public Plan now to make it a gala opening for a new era in our winter sport attractions.

1. ALL SPORTS—There is more to our winter playground than ski-ing. When two years ago it was—doubtless wisely—decided to give Amber a ski monopoly, a Winter Sports Club promised to promote other winter sport attractions. It has apparently folded up, and a really live organization of that kind is badly needed. Let Amber take care of competitive ski-ing, but purely passtime ski-ing, ski-hiking and the like have appeal too. and we have the facilities in abundance. They help rather than hurt competitive ski-ing by building background and interest

And many other snow and ice sports, purely passtime or even organized, would do the same—sleighing, gliding, skating, etc.

2 — OTHER SPORTS — We have neglected our resources, their entertaiment value; and we have retrogressed.

There was virtually no hockey this year—a disgrace.

Of course we must have a rink Considerable public money was subscribed to the old P.A.A. Virtually all its assets have been given away—and abandoned at will. Bad, but we need these things It will have to be done all over, and responsibly.

3—TOURIST VALUE— With our attractions of climate and terrain easy access, we should have a steady stream of visitors not only at tournament time but all through the winter sport season—skiers and spectators alike. There are a wide variety of sports to attract them, like ski hiking and sleighing and skating. And no place for petty jealousies. A full card is not competitive but co-operative

4.—TOURNAMENT—A big winter sport fiesta is worth many dollars in revenue and publicity. and we can't afford to neglect it. The first ski tournaments naturally took such shape, and extra attractions, properly co-ordinated, swell the ski crowds rather than compete with them.

What is wanted is a separate carnival committee, working hand in hand with the ski tournament committee. The tournament itself should be left to the ski club with the offer of non-technical help if it is wanted.

But it should arrange a supporting program of attractions—hockey, ice carnival and the like. Not everybody who thrills to a ski jump wants to ski, or to gorge on ski-ing for two full days. Peanuts help to make the ball game. Amber are too serious ski-ers to be good promoters. They should not object to bigger crowds no matter who gets them.

There should be a full show of other sports and what better than the bonspiel tieing in? And a carnival spirit for the occasion, with everyone co-operating to make a big winter sport fiesta that could easily, with the road reliable and popularized, attract two or three thousand visitors.

We have all the things we can't buy. It is no great feat to make use of them. The community would get behind such an event. It has before. And it would pay off big.

And on other hand, ski-ing is a community asset, with a valuable community potential leased to Amber. However independent, the community does sustain them, as it does all of

With the new road, we should us. In prowess, in giving ski-ing to our youth, it has done us pround. and indeed valuable publicity has come from it. But that only indicates its possible value. The Yankees are a business asset to their city. A world series brings many dollars not spent at the ball park.

The first tournaments showed that Princeton is a natural. Big crowds came when we had much less. And the tournaments have seriously fallen off.

We must have a big ski meet, official or not. it must get outside ski-ers in quality and quantity. Leave the ski-management to Amber but remember that the resource and the attraction are Princeton's, and enlist the community in the promotion.

The business value demands it, and as entertainment we deserve a good show, so easily to be had, in our advantages. Not just our own athletes whom we can see at any time. We know they can beat the best, but we like to see them do it.

5 — OFFICIALDOM — This community looks to its club and the association to which it is affiliated for efficient competive ski-ing. There do seem to be unfavorable factors, which affect the sport here, and are a community concern. There do seem to be strange procedures, and favorites, like Banff and Revelstoke. Ski-sport is a community asset and every community has a stake in its club. Awards should be made on merit alone, with due condersideration for rotation and the promotion of the sport.

It is the province but duty too of the ski-ers. But Amber seems to have a case and it should put it frankly and intelligently

Let them remember their responsibility and the public's stake Make ski-ing for those who play and those who pay. It is slide-sport, not slide rule. Suppress the badgers and the politicians and the incompetents Give us fair, competent administration and Amber should be able to get along with the association. Surely there is fairness and good sense in the ski fraternity.

6—GOVERNMENT AID —The whole question of government aid for all forms of improvement of the people deserves serious consideration in this state assisted age. Quality citizenship is as important as more babies, skill, physique and sportsmanship as hospitals and schools.

If we can spend thousands on

5—AFFILIATION—It is quite obvious that the C.A.S.A. needs a good housecleaning and Amber relations want improving. How they do it is nobody's business but that they do certainly is, and both parties should realize that this community — like others—has a stake in it. The community is behind a fair deal for Amber, without interfering in any way. Certainly we want no repitition of this year's fiasco in which the Association is certainly not blameless.

The efficiency of officialdom does not appear in very good light. Poor relations can only hurt Amber and this community and a break with the association is clearly not the solution. But a fair and efficient officialdom, trying a foreign spy, if we can keep a criminal, we can surely assist in good citizenship and international prestige. It is a grace that an athlete should

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THERE'S VALUE IN SKI SPORT—

From Page Three

be so penalized to win honors for his country. Victory in sport in the same theme as victory in war, financial or economic success. If we are to compete we must compete in some equality.

Winter sport facilities are a state asset and those in Similkameen deserve the same consideration as those at Mount Seymour, Revelstoke and Banff.

The same goes for the C.P.R. We are good customers too and our assets are just as lucrative as those of Banff or Revelstoke.

It is good business all round, and salesmanship and co-operation should win them to it.

7—ROAD—We have a marvelous ski hill right alongside the highway. Both are public and state assets. A road direct from the highway would be an excellent bargain all round.

8—ACCOMMODATION — Commercialism will take care of the tourists but we must find cheap and attractive accommodation for the week-end skier. The Winter Sports Club's plan for cabins was a good one. A suggestion—cheaper rates for visiting ski-ers by the auto camps.

9—PROMOTION — Resources are a community asset and their exploitation is a community concern. We must sell our ski resources. It is the community's business. Ski management can contribute—and profit—by concentrating on their own efficiency and co-operating with competent organizations. Proof is in the excellent relations between our paper and your ski club—and the resultant benefits.

Promotion is an intelligent business. Get-rich-quicks and amateurs have done harm.

8—TO AMBER—You are custodians of a community asset. In your own way, you have done a wonderful job. But it is not all your job. Concentrate on your speciality—ski technique — and work hand in hand with the ski fraternity and all sound community enterprises for the common good.

Let's get together—association club and community, for the community in the larger sphere. advantage of all.

Let's Have A Jump That Is A Jump

Does ski sport err in putting too much stress on style in the jump? Form point of spectator appeal it undoubtedly does.

Obviously the judges do. Their decisions are undoubtedly correct. But they tend to reduce the dare for distance that is ski sport to the layman. The jumper obviously wants to win, and care for style cuts down spectator appeal.

There is nothing the man in the crowd thrills to more than a long leap. To him that is ski jumping. He knows nothing about the niceties of style. He wants thrills.

There is undoubtedly a lot to be said for style, but fancy the reaction of the crowd if a hockey game of prize fight were decided on that basis. And as much can surely be said for style in any sport.

If you land in the middle of the ditch you get wet, even if your style is immaculate. If you clear it you are correct, even if you are as clumsy as an ox.

Surely there is style in the high jump, and in the slalom. downhill and cross country.

Surely you can't do very much in the ski jump without skill—the true style.

Doubtless the best jump is the longest jump in the best style. but the tendency is to curb distance for style, and that is contrary to the ruling principle in any sport. At a lacrosse game you know who is winning but in a ski jump competition you don't until the judges figure it all out—and avereage up their guesses'

Experts will consider this heresy, but it's the dud who puts in his dub at the turnstiles who really makes ski sport

At least some, major prize should be given for the crowd's winner—the longest jump.

THEY WANT THAT HILL

Amber ski club is trying to get the hilltransferred to their own name. Now held by trustees.

The $58 Question

ALL season 17-year-old Allan Rines waited for new skis. The day they came—58 bucks — he went out and broke the Princeton hill record with a leap of 230 feet—too late for the tournament. Then he went to Sun Valley and in their first tourney they broke. Another $58 bucks?

Quality Rye at Economy Price!

ADAMS OLD RYE WHISKY

A50-1

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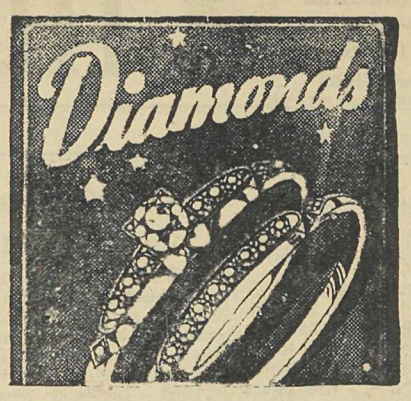

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Renewal of books is important to you, to your employees and to the Commission. *Please Act Promptly.*

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U.I.C.

WE ARE THE CLASS OF '50

Many among us are War Veterans—some with family responsibilities not always associated with the younger graduate.

We know that a university degree will not in itself guarantee success. It must be backed up with hard work. But, whether or not we have acquired a particular knowledge of direct interest to employers in any particular industry, we still suggest our degree is a good reference, for we have at least proven ourselves to the extent of obtaining it.

Graduates are available from all types of courses this year.

If you can employ a graduate, or offer summer employment to an undergraduate, please 'phone or write the Executive and Professional Officer at your nearest NATIONAL EMPLOYMENT SERVICE office, NOW.

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B3

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You have only to taste the NEW MARGENE to know it has new flavor, new texture. That's because you housewives told us what you like best in margerine, and we've made the NEW MARGENE to suit your wishes. It's GOOD—better than ever. Get some today.

A PRODUCT OF CANADA PACKERS LIMITED

SIMILKAMEEN SOUVENIRS

Exquisite designs modelled in clay, in brigt naturals colors. Brighten the home —an ideal gift for distant friends.

Children's Novelties—Firecrackers etc.

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New Ideas for YOUR home

How to take the ruts out of your breakfast routine . . . ways to make your kitchen "homey" . . . what color to choose for your living room . . . These are just a few of the intriguing new ideas furnished daily on the **Woman's Page** of **THE CHRISTIAN SCIENCE MONITOR**

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ORDERS TAKEN at THE STAR

The Plane Truth

From Page Three

old enemy wins that gamble, just as the little man loses every other.

Progress is the record of how well you can co-operate with nature. but except in the statute books there is no record of anyone who was able to beat her, and it is becoming increasingly apparent that the bright boys who play at it are going to succeed in blowing us all up which, after all, may be what Dr. Johnson has in mind.

The kind of guy who kids himself with rubber dollars because he has more of less will understandably cheat himself into thinking he is producing a 25 hour day to waste, and an extra hour's snooze and since 15c of our every dollar goes to protect our having that dollar. and as long, in an unequal world as we can afford it we will have to spend it. Because it is an unequal division of the world's wealth. and the have-nots will covet it. So what we spend to keep it and what they spend to get it represents waste—a standard of living only 85 per cent. of what we could have with all our inequality of luxury, inequally shared among ourselves too.

But like many other forward things it is expensive. In place it is a commodity worth the price; outside it. an expensive luxury.

When scores of thousands are spent to lift stunters off an iceberg—even a necessary defence stunt—it is a charge against the cost of living. In all this exrtravagance and waste there is still crying need for charity. ill and illiterate in our our midst—and misery and the covetousness abroad. No government ever has enough money to satisfy domestic demands for a higher living standard:: money can always be found for wars and rescues.

Now aviation is a forward thing. It can be a service to human progress. In an economy based on a fallacy, it is a necessary protection.

All waste is finally a charge against society. Collective human effort can produce so much, and its distribution governs our standard of living. We pay two ways for our wasteful politeconomic system — directly. in the greed of private gain as against the logic of a balanced social weal; and indirectly in the wars. internal (industrial) and external that it engenders.

We pay for waste and we pay for luxury by poverty and inequality in the fundamentals.

And we pay dearly for the luxury of aviation. In defence. in any human emergency. it is a human service of progress we can well afford. But we can not afford to tax our standard of living so that a few can indulge an extravagance at the expense of the poor. Non - essential air travel should pay its own way.

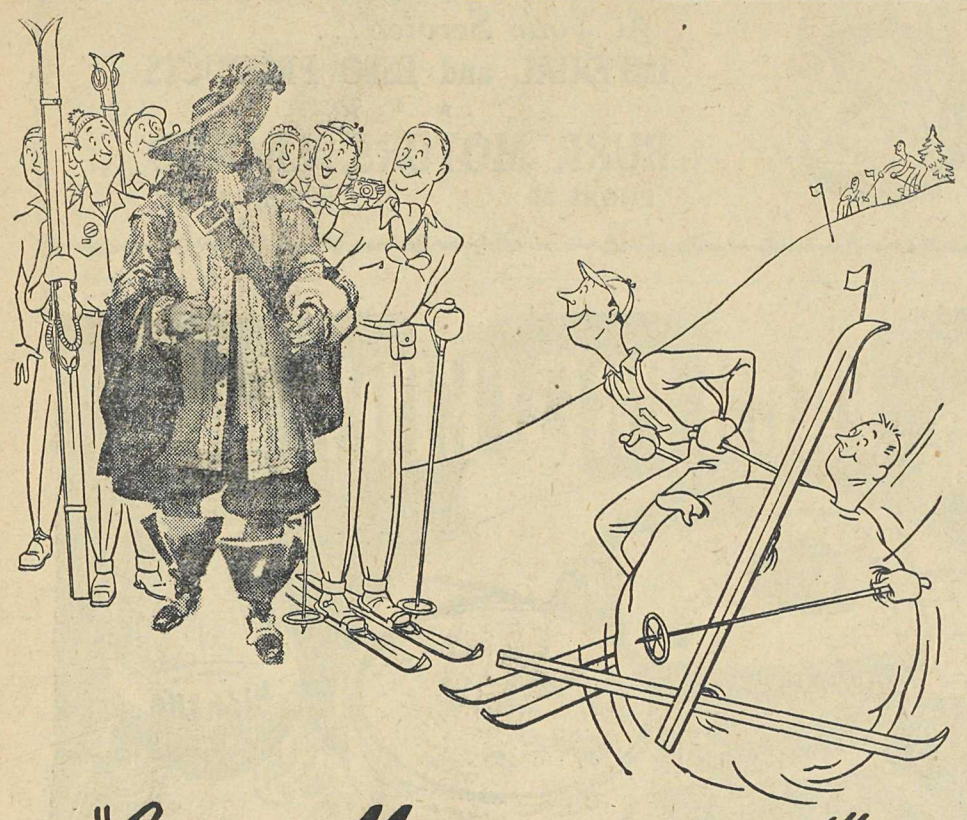
Aviation is here to stay. It is relatively safe; that its accidents are spectacular is why they are so prominent.

But at best — and at worst—it is expensive. When you demand a luxury you should not expect the other fellow to pay for it directly as well as indirectly. And too much air travel is on the basis of social standards to-day, plain luxury.

This vast. undeveloped country cannot afford to pamper luxury air travel by subsidy or by search.

If Mr. Rich wants to travel by air. Mr. Poor should not be taxed for it. And if Mr. Poor wants an air flivver, he must understand he takes his chances.

When you break down in a road flivver nobody suffers very much, and you pay your own towing bill. When a $1000 air flivver breaks down we can't clearly no service to society is afford to pay $250,000 where utterly no service accrues. That money, sheer waste, would build a lot of roads to a lot of places a lot of people want to reach by a standard of progress society can afford.



"Captain Morgan's in town!"

Try Captain Morgan's recipe for bringing Old Fashioneds up to date . . . Add 1 dash of bitters to 1 lump of sugar.

Then add 1 or 2 cubes of ice, a slice of lemon, 2 ounces of Captain Morgan Gold Label Rum and a splash of soda.

Captain Morgan
GOLD LABEL
RUM

The rich flavour and full body of Captain Morgan Gold Label Rum result from master blending of carefully selected rare old rums.

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I earn while I learn!

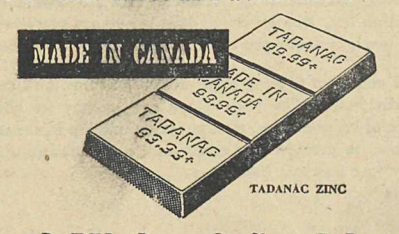
You're looking at a tradesman of tomorrow!

Thirty-one years ago Dad started "serving his time" with an Engineering firm in England. Now he's a shop foreman with *Cominco.

I had a talk with Dad when I graduated from High School and what he said made good sense to me, so now I'm enrolled in Cominco's Apprentice Training Program. I had the choice of several courses, painter, carpenter, plumber, electrician, boilermaker and others, but decided I'd become a machinist like Dad.

I've been taking the course now for nearly a year. We attend two 2-hour classes each week during working hours. I get paid for all the time I work plus half the time in class—that's better than Dad did—he started at about $1.00 a week, I started at over $20.00 a week. Three and a half more years and I'll be through then I'll have my trade; how far I go after that will be up to me.

**Cominco—that's the quick way of saying "The Consolidated Mining & Smelting Company of Canada, Limited."*



TADANAC ZINC

CMS-5

The Consolidated Mining & Smelting Company of Canada, Limited

Haven't You Been Missing Something?

Harwood's

Canada's Finest Whisky

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DOMINION SALES BOOKS

—AT THE STAR—

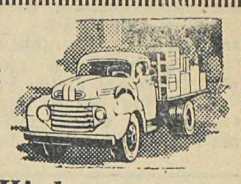
FRANKLIN

Vaccines and Supplies for Cattle, Sheep, Hogs and Poultry

FOR SALE BY

- Princeton Drug & Book -

VANDERSPEK TRANSPORTATION LIMITED



Hope-Princeton Highway

RAPID FREIGHT

PRINCETON ● HOPE ● VANCOUVER

Leave Vancouver—Monday, Wednesday, Friday—5 p.m.
Leave Princeton—Tuesday, Thursday, Saturday.

— ORDER ONE DAY—DELIVERY THE NEXT —

● Phone Princeton 140.

Welcome to the NEW REX

Princeton's Popular Pleasure Place

CONFECTIONERY
SCHOOL SUPPLIES
ICE CREAM, DRINKS

Drop in before the show

VERMILION AVE. - PRINCETON
ED MULLIN :)(: F. PESUT

FORD MONARCH
-- SALES and SERVICE

From Sales to Spark Plugs . . .

Imperial ★★★ Gas and Oils
Ford Batteries—Dunlop Tires
Complete Repair Service

BURR MOTORS LIMITED

PHONE 55 BRIDGE ST.

Travellers *or* Homesters

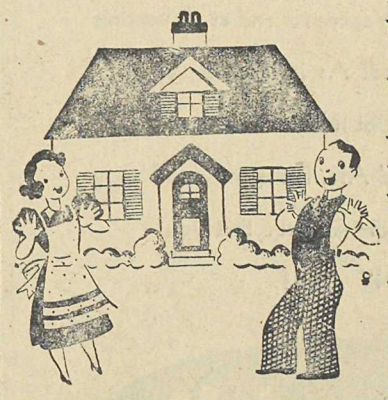
Princeton's Leading Eating Place *is the*

TRAVELLERS' CAFE

MR. & MRS. NICK BUSH

— Bridge at Harold—Princeton 171 —

Two Rivers Lumber & Building Supplies Ltd.



★ LUMBER
★ BUILDING MATERIAL
★ GENERAL HARDWARE
★ PAINTS
★ RADIOS
★ ELECTRICAL GOODS EQUIPMENT
★ CAMPING
etc.

LOOK AROUND—
—YOU'RE WELCOME

— Bridge at Harold—Princeton 171 —

TYPEWRITERS AND SUPPLIES

OFFICE EQUIPMENT AND SUPPLIES

★ THE STAR
PRINCETON 36 ★

T. O. IS T-O-PS

There has been favorable comment on the enterprise shown by Mr. T. O Lessard of the Sport Shop in getting out a fishing guide complete with map and information. Good tourist lure.

BUDDING BIG LEAGUERS

With much gusto and vociferation, there is also considerable softball at the schoolgrounds these days, both male, female and quesionable. And some of the Ruths are pretty fair babes.

Better with Butter

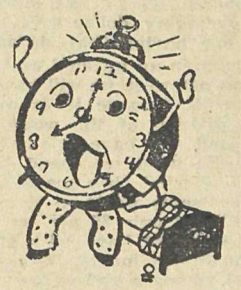
Yes, everything's BETTER WITH BUTTER . . . because butter alone is made from the rich cream of fresh, pure milk — nature's best, most complete food. Only butter can add that distinctive, wholesome butter flavour and goodness.

MARKETING SERVICE, DEPARTMENT OF AGRICULTURE, OTTAWA

Confusion, By Order

From Page Three

cemetery is on record that the the genius of modern sophistication is the axiomatic fallacy of get more for less this is important and attractive; except that the only one you cheat is *yourself.*



The kind of people who always keep their watches a bit off, and the other guy waiting—once. For truth is simple, impartial and inexorable, and the simple truth is that the person who plays with it lacks the courage and the sense to live but a shadow life of cheat.

These are the people who are always missing trains and s ing up the price of butter

Daylight saving is the plain symptom of moral—and mental—weakness in a pleasure seeking age that is too busy with bubbles to have time or thought for happiness. The wise person uses well what God provides—including the miracle of time—and bears what God allows — including the magic of James Bay.

I surmise by my sextant that the sun didn't, who, after all has been around as long as Dr Johnson and is roughly as reliable and beneficent; or the bluebird, which is more or less as infallible; or Maggie's morning glories, though I am not so sure about Margaret. Of course in Dr. Johnson's garden everything would be quite obedient.

Daylight saving for the early riser will simply mean midnight shaving; whiskers will grow just the same, even Dr. Johnson's, I venture to predict, though I am always willing to learn and am waiting to hear from him.

It may give Bossy's milkmaid an extra hour of edifying beer (though my elementary mathematics fails to show it) but it won't make Bossy give more milk. and I suggest that Dr. Johnson's future—and my breakfast—lies more in butter than in bebop. If Dr. Johnson is thinking about immortality maybe he had better concentrate on that and leave time to the Almighty.

There once was another emperor who told the tide to go back. We hope Dr. Johnson will be more successful with the spring floods than in recent years.

High tide at Hedley (elevation 7000) zero 2500 hours (Dr. Johnson's time). Pfui!

NO PANSIES THESE

Though the buds are still frozen to the trees, some pansies are out in Princeton in this strange spring of ours.

At Your Service . . .
IMPERIAL and ESSO PRODUCTS
★ ★ ★
BURR MOTORS, LIMITED
PHONE 55 PRINCETON

The Prince of Beers

Taste "Something Extra"?—then it must be Princeton "High Life"! Brewed from a combination of barley-malt and rice, "High Life" has a flavor all its own. For those who want a pale, high-bodied beer of slightly higher proof value, "High Life" is more than a drink—it's a delight! Ask for:

PRINCETON BREWING COMPANY LTD. P.B. PRINCETON B.C.

PRINCETON "High Life"

Brewers and Bottlers of Royal Export Beer and Old Dublin Ale

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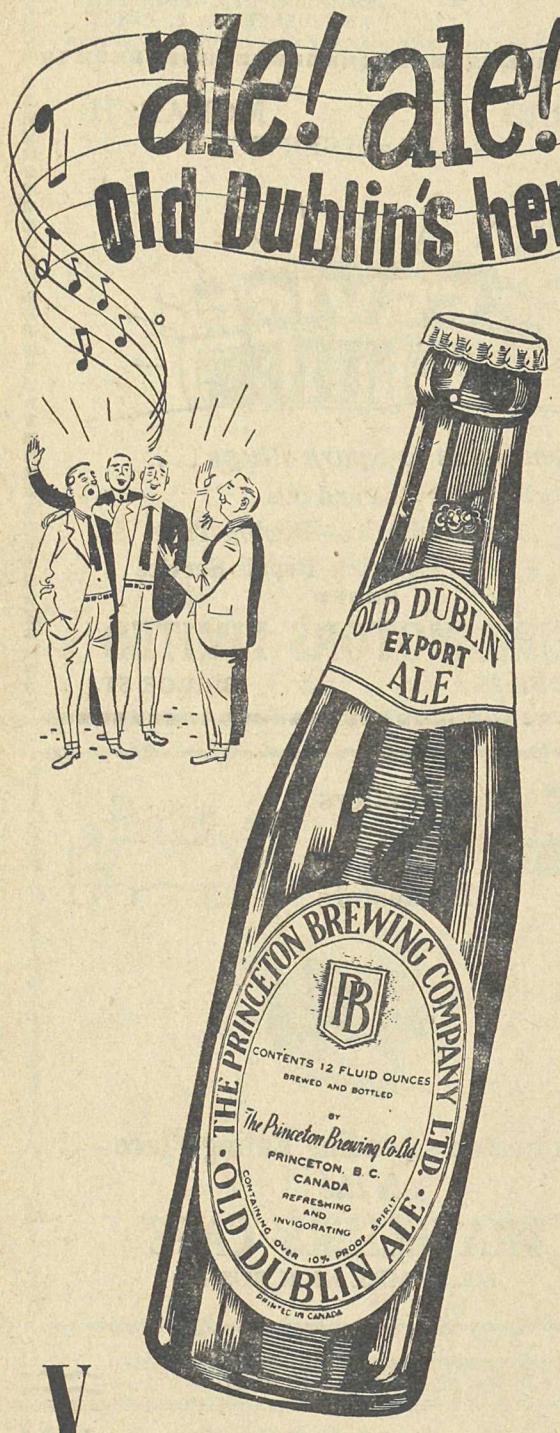
ale! ale! Old Dublin's here!



YES, this light, keen Ale from Princeton is available at last in Vancouver and at all vendors on the lower mainland! As invigorating as it's refreshing, "OLD DUBLIN" is more than equal to any imported Ale. For quality . . . body . . . and flavor, ask for—and see that you get—"OLD DUBLIN" ALE!

Old Dublin ale

get a case today . . . now!

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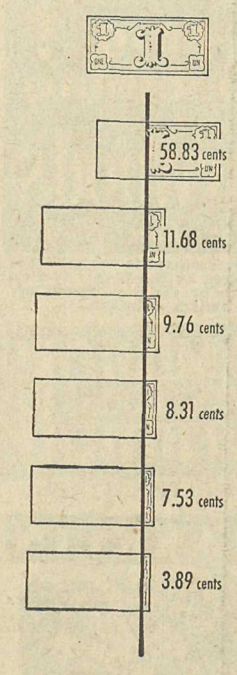
Where does the money go?



At times most of us have looked at purse, wallet or bankbook, and wondered: "Where *does* the money go?"

You may have wondered, too, where does *our* money go — the money we receive for gasoline, fuel oil, lubricants and other products we sell. Well, last year each dollar we received went this way:

CRUDE OIL and other raw materials took more than half of each dollar.

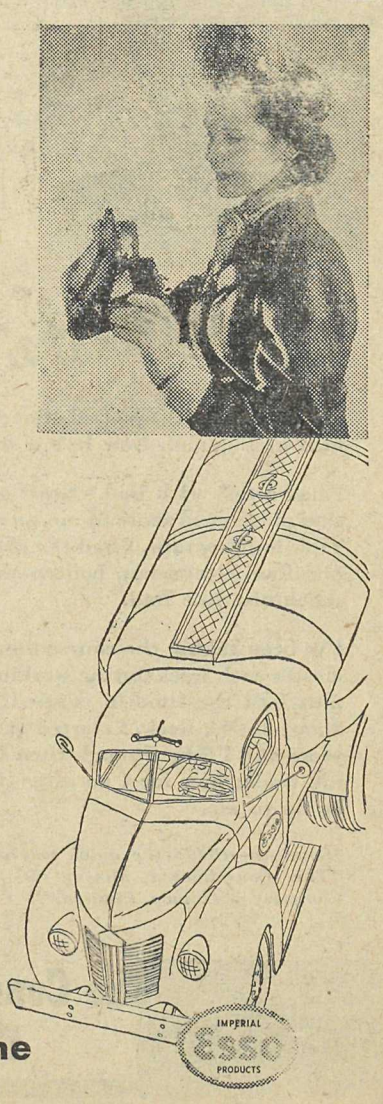
MANUFACTURING AND PACKAGING took more than 11 cents. Costly equipment and skilled workers were needed to make the 640 products we supplied for thousands of uses.

TRANSPORTATION took the next big bite of the dollar. Products moved over wide areas to serve every community in Canada. During 1949 we paid more than $34 millions for railway freight alone.

MARKETING was next. Marketing brought you the products you needed when and where you needed them . . . power, heat and lubricants for factory, home and farm. Marketing supplied your neighborhood dealer, that independent businessman, so that he could serve you conveniently and dependably.

TAXES to provincial and federal governments took 7.53 cents. And this did *not* include gasoline tax, which—depending on where you live—took from 21 to 33 cents out of every dollar you spent for standard grade gasoline.

PROFIT was 3.89 cents out of each sales dollar. Of this 2.25 cents went to shareholders as dividends. The rest—along with money we borrowed and obtained by sales of investments—was put back into the business to replace worn out equipment, to provide new equipment and make sure that we can continue to supply your needs in the future.



Bringing you oil is a big job . . . and a costly one

IMPERIAL OIL LIMITED