

The Abbotsford Post



With which is incorporated "The Huntingdon Star"

Vol. XVIII, No. 11.

ABBOTSFORD, B. C. FRIDAY, AUG. 1, 1919

8

\$1.00 PER YEAR

FORD CAR OWNERS

Attention—If you are wondering where you can get FREE ADVICE on repairs, and only pay for actual work put in your car, come and see us—a trial will convince you. This is the headquarters for Tourists, where our workmen are good on any car.

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HUGE SCHEME TO DRAIN THE SUMAS LAKE

Largest Pumps on Continent Will Be Used in Project—Six Million Yards of Earth Will be Needed For the Dyke—Value of Lands to be Reclaimed Estimated at Six Million Dollars.

Victoria, July 28.—With the decision of the provincial cabinet to accept the recommendation of the advisory committee and select a firm of eminent consulting engineers skilled in drainage and reclamation work to assist in carrying out the Sumas Lake reclamation work, the hopes and dreams of residents of the Sumas district at last are to be realized.

The plans prepared by Engineers Harvey C. Brice and W. Chester Smith for the erection of a great earth dyke along the Fraser River to keep back the waters, while the inflow from the Vedder River is diverted and pumped out from the bed of the lake by a series of canals and pumping stations, have been approved by the government, after being endorsed by the advisory committee of the Legislature, consisting of Lieut. F. W. Anderson, C. E., M. L. A., Lieut. Geo. S. Hanes, C. E., M. L. A., and Mr. David Whiteside, M. L. A. Other approving bodies are the Landowners' Association of the Sumas Lake district and the members of the Land Settlement Board.

Unfortunately a few weeks before the final report was ready Mr. Harvey Brice, who had devoted great study to the project, passed away. Mr. F. N. Sinclair was appointed in his place to assist Mr. W. C. Smith in making the final locations, but the main work embodied in the Brice-Smith interim report is being closely followed. Only on the question of the location of the dyke and pumping station is there said to be any variance in the reports, Mr. Smith's location being said to show a larger area of reclaimed land a lower price than Mr. Sinclair's. These matters will, it is understood, be referred to the consulting engineers.

When the work, which will take two years, is completed it will be a wonderfully fertile area of 30,000 acres of land to the agricultural lands of the province. The grey silt which underlies the lake is said by analysis to show an identity of character which the wonderfully fertile reclaimed lands of Holland. It is rich in organic matter and the bacteria which create nitrogen in the soil and produce self-fertilization. A conservative estimate of the value of the lands to be added to the province is \$6,000,000. As a matter of fact similar lands in Chilliwack and Sardis sell as high as \$900 and \$1000 an acre.

As a piece of engineering the work will rank among the lights of the continent. The pumps which will be installed compares with those on the levees of the lower Mississippi at New Orleans as the largest in America. They will pump a fifty inch

stream. The chambers of the eight pumps will be so large that for cleaning or inspection work, a man will be able to walk around inside. The main dyke, to keep back the Fraser flood, will also be huge, the plans calling for about 20 miles of earth dyke of an average height of four-story building.

Ever since 1892, it has been a dream of residents to redeem the rich flooded area, but the magnitude of the work in harnessing the Vedder River and in keeping back the Fraser made previous small-scale efforts unsuccessful. In 1908 the B. C. Electric, which reclaimed a lot of the marshy flats by the building of the embankment which carries its Chilliwack line, considered plans for re-deeming the lake area and running its main line through the district. The company spent over \$100,000 in surveys and plans before deciding that the work was too big to undertake.

An idea of the work is given by the fact that the Vedder River, which runs through and assists to flood the area has a descent through the valleys of thirty feet to the mile, causing a calculated velocity of twenty-seven miles an hour. It discharges, when in flood, 50,000 cubic feet of water per second or one-tenth of the volume of water passing through the Fraser River. Each of the eight large pumps will have a capacity of 1000 cubic feet of water per second equal to a body of water measuring ten feet by ten feet by ten feet and weighing 62,500 pounds.

To construct the main dyke to keep back the Fraser 6,000,000 yards of earth will have to be scooped out of place and deposited on the dyke site. Thus in one operation it is planned to make the canals and the dyke, the earth removed from the former making the latter. The contractors' plant required for handling the operations is said to run well up to half a million dollars. Heavy guarantees for the successful carrying out of the work will be required.

Already several eminent engineers have been over the location for interested parties, the most recent being Mr. W. J. Roberts, consulting engineer for the governments of Washington and Oregon, who is understood to have been reporting on the work in the interests of the Foundation Company of New York.

The engineers' estimates for the work are said to call for an expenditure of about \$15,000,000 for the total work. Much of this will fall back on the local landowners. Although there are 32,000 acres of flooded lands. In the scheme 2000 acres will be used up in canals and roads. Of the 30,000 acres which will be left after reclamation, about 18,000 acres is privately owned and the balance of 12,000 is owned by the Dominion and Provincial governments, who will throw the land open for small area intensive farming for soldier applicants. The work is expected to give employment to a large number of returned men, who in due course will become settlers in the district.

ANOTHER PACIFIC HIGHWAY

A scenic highway from North Vancouver to Lillooet, by way of Howe Sound, Squamish and Pemberton, a distance of one hundred miles, as the western link to the coast of the Pacific Highway, and incidentally the Canadian National Highway was the subject of an address by Mr. G. A. Kent, chairman of the mining and agricultural committee of the Board of Trade at the board's annual dinner, a few days ago.

The other proposed routes are from the coast to Hope via Chilliwack and over the mountain to Princeton; from Hope through the Fraser River canyon to Kamloops, reaching Hope via the north side of the Fraser river.

The speaker placed the cost of the North Vancouver to Lillooet road at \$1,500,000 and further stated that it was the only way that Vancouver would not be sidetracked by the tourist from the south.

There is not much danger of the city of Vancouver being sidetracked no matter what route is taken as all tourists would want to see the great Pacific coast metropolis.

MARKET AT WINNIPEG

(From Markets Bulletin)

Winnipeg, July 23rd, 1919.—In reference to our exchanged wires on Raspberries, beg to advise that the car which was held at Calgary and partially unloaded, opened up O.K. here, but when the last three rows on both ends were reached it was found that the berries were soft and mouldy. The car which came right through was very fine, and in first-class condition all through.

A car of Puyallup berries which was expected to be on the market at the same time as the above failed to arrive and so left almost a bare market for the Hatzies. The only complaint there seems to be is that the B.C. 2 quart package is about 4 lbs. lighter than the Puyallup pint package. We understand both crates cost the same.

The market is well supplied with very fine B. C. sweet cherries, and they are selling freely at fairly high prices, however, a sugar shortage is reported here and if this is not overcome, the outlook for sour cherries will not be so good. Two cars of Ontario Montmorencies arrived during past week, one in such bad condition that it had to be jobbed at 60¢ for 6 qt. basket—the second one was fairly satisfactory.

Capt. Whitechelo was at the coast today.

Mr. F. Fooks was in town. The Sumas reeve appears to be standing the duties of public office well, but says he would not let them raise his salary.

The beautiful rain of Thursday evening was just what was wanted by some people, while the hay men did not think it was required. The berry men are delighted.

MAKE IT A GRAND SUCCESS

The date of the Abbotsford-Sumas Fall Fair has been fixed at Abbotsford for the 16th of September and should receive the boost of everyone who has anything to how. It ought to be a good one and is being well advertised. The prize list is now in the printer's hands and should be ready for distribution in the course of about ten days.

POSTMASTER IS WANTED

Notices are posted in conspicuous places calling attention to the fact that Abbotsford wants a postmaster and that all applications must be in by July 26th.

PERSONALS

The Misses Steeds returned home on Wednesday after spending a few days with the Alansons at Crescent Beach and at White Rock.

Mrs. Royce and Mr. Billiard Boyd were the guests of the Eby's and McGowan's. Mrs. McGowan gave a party to a few friends on Friday evening in honor of her visitors.

The Anglican Sunday School held their picnic on Thursday afternoon at Mr. Hill-Tout's. About twenty children were present. Mrs. Swift, Mr. Shore, Mr. King and Mr. Bell supplied the transportation, and all had a very pleasant afternoon.

A banquet is to be held in the Masonic Hall on Monday, August 4th, and a dance in the Alexandria Hall for the boys who were overseas.

Capt. Chas. Hill-Tout was a visitor to Abbotsford last week on his return from overseas.

Mrs. Matthews of Victoria was the guest of Mrs. Ware this week.

Mrs. Fraser and Miss Ina Fraser were visitors to Chilliwack last week.

Mrs. Firlotte spent a few days in Seattle last week.

The Ladies' Aid held their meeting at the home of Ms. Trethewey on Wednesday afternoon, but owing

to the berry picking not a large number were present. Mrs. William Fadden was a visitor.

Mrs. R. Thomas visited at Stave Falls last week.

Mrs. Arthur Taylor has been in Vancouver this week and returned with her son Freddie who has been confined to the hospital for number of months. After undergoing a severe operation and receiving the best of care from the doctors and nurses he is now looking well and able to walk outside.

Mrs. M. Fraser spent the week at White Rock with the McMenemy's and all returned today.

Miss Lamb is visiting in Vancouver this week.

Mrs. Fadden, president of the W. I. of the districts, is looking forward to a convention being held in Abbotsford this fall.

Mr. and Mrs. Hunt and daughters motored to White Rock with Mr. McMenemy on Sunday.

BETTER BABIES CONTEST

The W. I. at the Flower Show at Mission City on the 14th will have a Better Babies Contest.

This is the first of its kind in Mission City, where they think they have some fine babies.

Grand 15 Day Clearance Sale

Sale starts Friday, August 1
and ends Friday, August 15

All odd lines of Summer goods must be cleared regardless of cost. Below are detailed a few of the prices that may give you an idea of what I am offering. REMEMBER all these goods are new, not old shop worn stock. Prices are for cash only; sale goods not exchanged.

Boys' Overalls—Just the thing to save Clothing and Sockings; covers him all over, ages 2 to 9 for \$1.20
Boys' Tweed School Suits, well made, good quality of strong serviceable tweed, ages 3 to 17, regular \$7.25 for \$7.25
reg. \$10.50 for \$8.00
reg. 12.50 for \$9.95

Men's Felt Hats, genuine English Tar Felt, all styles colors, brown, blue, grey, and black, regular \$5.50 for \$3.50

Just three suits left—Men's serviceable well tailored D. K. Brown and Darnockburn Tweed Suits, size 36, 38 and 40 equal to any \$30 suits shown anywhere for \$19.95
Ladies White Canvas Pumps to clear \$1.95

Ladies' White Canvas Bats to clear \$2.95

10 per cent off all lines of Ladies' High Grade Footwear and just remember I have the finest lines obtainable—Oxford Pumps and

Specials—Boys' Tan Elko Blucher Bats, every pair guaranteed, sizes 1 to 5 reg. \$5.50 for \$3.95
Crockery Specials in Cups and Saucers.

GROCERY SPECIALS

Every line of Groceries absolutely fresh and guaranteed.

Campbell's Soups, 2 for 35¢
R. C. Cleansers, a package 5¢
Malkin's Best Baking Powder, 2 for 15¢
Clark's Ready Lunch Veal Loaf, 2 for 15¢
Heinz Pork and Beans, 1-2's a tin 15¢

I pay all railroad charges on orders of \$10 or over in a radius of 25 miles providing there is not too large a proportion of Sugar and Flour. Children's Wash Dresses & Rompers, strong serviceable crepe cloth, ages 2 to 5 Special 95¢ and \$1.15 ea.
Ladies White Wash Skirts Reg \$3.50 for \$1.95
Ladies' White Voile Waists at \$2.05

Ladies' Middles, white and fancy at \$1.95 up
Ten Per Cent off all lines of Ladies' Whitewear and

Specials on Blankets, Skirts, Comforts, Table Cloth, etc

Mattress, full sized, regular \$15.00 for \$11.25

Prints, Sheetting and Flannellette at TEN PER CENT DISCOUNT.

Don't forget the date and be early for some lines are very limited. Butterick Patterns for September.

F. J. R. Whitechelo

Canada Food Board Licence No. 8-19707

B. C. Phone, 4

Farmers' Phone 1907

THE ABBOTSFORD POST

Published Every Friday

J. A. Bates, Editor and Proprietor

FRIDAY, AUGUST 1, 1919

The Fraser Valley these days is sure a land of promise, as everywhere one goes an optimistic feeling is prevalent—looking to the future which is considered as full of promise and rich with development ideas. The old time resident now feels that as the war is over the rich fertile soil of the Fraser Valley will surely come to its own and the idle lands will become occupied with rich and prosperous farmers of all classes—dairying, mixed farming, fruitgrowing and market gardening.

The question the other day was asked, Could the Fraser Valley accommodate 150,000 more people and yet not be crowded? The answer given was that there was yet room for at least 300,000 people and still be plenty of room for more new settlers. The Fraser Valley is at least one hundred miles long and from fifteen to twenty-five miles wide and contains some of the most fertile land that Canada knows of. And the conditions for development are rich with promise. The climate is such that while we hear of storms, drought in other places during the spring and summer months we find the conditions in the Fraser Valley such that the business of agriculture can be carried on successfully and good crops obtainable.

There is a big opening in the Fraser Valley for a grand booster club to make known the opportunities of the valley. We hear of the large immigration schemes that are to take place in the near future and the residents of this valley are loyal enough to say that there is no better place to come.

During the present fruit season we cannot pick up a paper without reading of the prosperity of some farmer or fruit grower in some part of the valley. It may be in Haney, Hammond, Burnaby, Langley, Matsqui, Chilliwack, Kent, or Mission-Hatzic. No one place has all the seeming prosperity—all are prosperous—more so now than when the income tax collector makes his appearance later.

We hear a great deal of how much fruit can be grown to the acre and with the present prices has brought the fruit grower such enormous returns per acre. With intensive cultivation there is no limit to the amount that can be produced, seemingly. The land is worth just as much as it will produce. If it will produce \$100 an acre it is worth that much, but if it will produce enough to pay for itself at the rate of \$1000 per acre in three years or less it should be valuable land and good land to have. Figures and examples of the value of the land are easily obtainable and no doubt some of the real estate agents are in a position to give these figures.

The present good prices it would appear are here to stay for a few years at least—at least until such time as the high cost of living and high wages are not order of the day. The price of raspberries, it is said will be higher next year than this year owing to the increasing demand for the product. Other fruits will then undoubtedly be good also.

It is within the range of possibilities that the acreage in raspberries next year will be at least fifty per cent more than this year there is a growing demand for the loganberry will see many acres planted this fall.

Let us get this booster club started and toot our horn so loud and so long that the sound will attract the 300,000 more settlers in the next five years.

The marketing of small fruits during the next few years will apparently be much better than in the past. With the establishment of pre-cooling and freezing there will no need for any of the fruit going to waste. It can all be taken care of in such a way that it will reach the markets of Canada in good condition.

Markets on the American side are

also opening up, and it would not be surprising to find the Mission-Hatzic berries found as far east as Boston and New York.

But we want more roads and better roads than we have at the present. A policy of more money for our roads in the Fraser Valley would be exceedingly popular with the people and by the time of the next election it is just possible that the men who seek the suffrages of the people will find this demand very strong—much stronger than at the present time.

A farmer government should be good to the farmers.

In reviewing the past session an up-country paper says:

When the present session of the British Columbia legislature began, any impartial observer of the political situation in this province must have reached the conclusion that the Oliver government had rather strengthened its hold upon the electorate during the past twelve months.

True, the omens had not all been propitious. The bye-elections had sounded a doubtful note, but if they had not greatly helped the administration they had been even more lacking in encouragement to the Conservatives. As a net result, Mr. Bowser's following had been reduced by one and the House found itself with a body of soldier representatives who were in critical mood but were willing to be friendly to the premier, in return for moderate concessions.

Also all the ministers had been in office long enough to have thoroughly learned their duties. The departments as a consequence, were running smoothly.

In addition, there was a widespread feeling that the worst of the period of depression had passed. The extra taxation was more or less ceasing to be a grievance and was becoming an accustomed burden. Some of the legislation of previous sessions had begun to show beneficial results.

Taken as a whole, then, the government's situation was cheerful enough. They have nobody to blame but themselves if they have lost ground, as they decidedly have.

To begin with, there was the P. G. E. scandal, which declines to remain decently buried. The premier is paying a heavy price for his decision to protect two or three of his followers who are reputed to have received a share of the boodle fund.

Next in order among the subjects which the government has mishandled is prohibition. There is a strong suspicion that, for reasons satisfactory to himself, the attorney-general is none too anxious to have light thrown on the manner in which the law has been infringed. When a legislative investigation was asked for he had it voted down.

But the worst of all the blunders chargeable against the administration is its treatment of the returned soldier.

Finally, but not least important, the premier's ideas of finance are parsimonious in the extreme. Consequently, the province is being run on the system colloquially described as penny wise and pound foolish. The resolve to cut the outgo until it meets the income has become a positive disease. At a time when productive expenditure is urgently demanded, the government is adhering with narrow-minded and exasperating obstinacy to a financial policy in which there is neither vision nor courage.

None of these causes singly might do the administration much harm, but the effect is cumulative. When put together they spell something worse than efficiency. Honesty is not the sole quality desirable in a premier. His other characteristics are involving the Liberals of British Columbia in difficulties which they

see ahead of and around them, but cannot avoid so long as they have to submit to his leadership.

A Barren Liberty Restored

"I didn't vote for prohibition, Bud but I can see now that it has its advantages," said an up country newspaper man the other day. "For one thing I am going to be able to step out around the country a little more than formerly, because I will have the full confidence of my wife that I am going to return home in good order and condition. I was at one time addicted to the convention habit. I was a member of the Ironmen, the Woodmen, the Independent Order of the Choctaws, the Sons of Joy, wardman for my party in my district, and a pretty regular delegate to the county and provincial conventions, as well as the fraternal societies, and now when I look back upon it all, I do not blame Lizzie for putting the lid on my activities."

So far as any good was concerned I might well have remained home called, and so, also, might about 99 from any convention to which I was per cent of the delegates. The conventions were outings and that was all. It was a case of putting on a holiday air and a rainbow badge, meeting a lot of strangers, gathering with others in a dinky hall somewhere, listening to bunk, making a motion to adjourn, and going out to get a drink and camping there. I don't think I ever had the least idea of what was going on at any convention I ever attended. There was a vast marshalling of Sunday clothes and clean linen, railroad fare, hotel bills, committee sessions with a few cases of beer and cigar smoke so thick you could cut it. Really, one might think some business of importance was going forward. Pure bull of ordinarily respectable citizens taking Nothing at all, so help me, but a long run around where nobody knew them."

"I knew," said the Listener. "I went over to the state convention of the Order of the Moon once, and all I had time to send home to the paper was a carbon copy of the report of the resolutions committee, and I did not get back to work for a week."

"Nothing like that now," said the reporter. "Conventions will be perfectly decorous assemblages, and hardly anybody will want to attend them. So far as I am concerned, prohibition has won my liberty back for me. Lizzie will let me go anywhere now, but what's the use of going?"

Nine Ways To Save Gasoline

1. Do not allow engine to run idle except when absolutely necessary.
2. Run car on a clean mixture.
3. Prevent leaks in gasoline line and shut off gasoline at tank when ever possible.
4. Keep motor free from carbon. A carbonized motor is a large consumer of fuel.
5. Change gears more frequently in order to run engine at high, economical and efficient speed.
6. Keep moving parts well lubricated.
7. Keep tires properly inflated.
8. Use kerosene for cleaning instead of gasoline.
9. Do not drive at excessive speed. Power consumption increases at a faster rate than speed. Every car has a definite speed at which it operates well on a maximum fuel economy.

PARTICULAR KATE

A young man approached a charming young dame,
As pure as the driven snow;
He tried to wish on her his banking name
Her lot in with his to throw.
She piped his roll, which five fingers won't hide,
But with scorn she thrust his proffer aside—
Lips that touch sodas shall never touch mine."

"It is the unanimous sentiment of the people of the entire province that Premier Oliver is the biggest and most complete failure as a premier of British Columbia that the province has ever produced" said a prominent Liberal of Vancouver the other day.

Congress is beginning to feel a bout the president like the American felt about his wife when he advertised: "My wife, Annette, he left my bed and board. Any man he trust my wife that's loss for you."

While the automobile owners may feel that they are superior beings because they do not have to ride in street cars, it still is not advisable for them to go so far as to try running over the old-style carriers.

The little girls carry more or less chamolix rags, powder puffs, mirrors and go on, to work with them, but lunch baskets do not seem overly popular.

SPEAK CLEARLY WHEN TELEPHONING

Says a subscriber: "I called up a number the other day, and almost laughed when Central queried a number quite different from that for which I asked. When I had time to think about it, perhaps she was not to blame, for it is probable that the number was given indistinctly."

This is a frank admission and gives rise to the suggestion that indistinctness may be the cause of trouble more often than is thought.

BRITISH COLUMBIA TELEPHONE Co.
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MAKE your money work and earn something. Sixteen Thrift Stamps are exchangeable for a \$4.00 War Savings Stamp, and for every War Savings Stamp you accumulate the Dominion of Canada is pledged to pay you \$5.60 in 1924.

Invest the interest on your Victory Bonds and make it work and earn for you.

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Agassiz Sept 4th
Abbotsford Sept. 17th
Mission, Sept. 17th and 18th
Matsqui Sept. 18th and 19th
Maple Ridge Sept 23 and 24

L. DASHWOOD-JONES

BARRISTER and SOLICITOR

309 Rogers Bldg. Vancouver

Counsel, J. Milton Price.

Subscribe for Fraser Valley Record

SYNOPSIS OF COAL MINING REGULATIONS

Coal Mining Rights of the Dominion in Manitoba, Saskatchewan and Alberta, the Yukon Territory and in a portion of the Province of British Columbia, may be leased for a term of twenty-one years at an annual rental of \$1 per acre. Not more than 2500 acres will be leased to one applicant.

Application for a lease must be made by the applicant in person to the Agent or Sub-Agent of the district in which the rights applied for are situated.

In surveyed territory the land must be described by sections, or legal subdivisions, and in unsurveyed territory the tract applied for shall be staked out by the applicant himself.

Each application must be accompanied by a fee of \$5 which will be refunded if the rights applied for are not available, but not otherwise. A royalty shall be paid on the merchantable output of the mine at the rate of 10 per cent.

The person operating the mine shall furnish the agent with sworn returns accounting for the full quantity of merchantable coal mined and pay the royalty thereon. If the coal mining rights are not being operated, such returns shall be furnished at least once a year.

The lease will include the coal mining rights only, but the lessee may be permitted to purchase whatever available surface rights may be considered necessary for the working of the mine at the rate of \$10.00 per acre.

For full information application should be made to the Secretary of the Department of the Interior, Ottawa, or to any agent or sub-agent of Dominion Lands.

W. W. CORY,
Deputy Minister of Interior.
N. B.—Unauthorized publication of this advertisement will not be paid for.—58782.

ADVERTISING Eliminates Risk

An adv. in this
paper finds the
Right People

Letter
Heads
Bill
Heads
Envelopes
State-
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Posters
Shipping
Tags
Visiting
Cards
Etc. Etc.

The Merchant who adver-
tises his goods thereby shows
his confidence in them. His
advertisement is an invita-
tion to the people to test his
sincerity by testing his goods.
This paper has a bona fide
circulation and an adv. in it
will reach the man who
spends his money in his own
province.

For Job Printing

This office is equipped with
an assortment of type and
paper that will insure a per-
fect and artistic piece of work.

When next you see a good,
well executed piece of printed
matter, whether it is business
stationery, pamphlet, booklet
or any of the numerous print-
ed articles, examine it care-
fully and you will invariably
find that it is the product of
this office. The intelligent
Business Men, Farmer and
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Invoices
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not down to a Price"

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J. A. Bates
PRINTER

THE ALIEN MENACE

The government is gradually a-
wakening to the menace of the alien
population in Canada, but it is
doubtful if the steps contemplated
to cope with the propaganda "foot
are all the public desire, says an ex-
change. If we are not mistaken, the
government possesses the power to
revoke certificates of naturalization
in cases where individuals are plott-
ing against the constituted authority.
This is a power that will have to be
exercised if Canada is to be for the
English speaking races. There are
in Canada 63,784 Russians of six-
teen years old and over, and 70,000
Austrians, while there are many
thousands of Germans, Bulgarians,
and members of Slavic nationalities.
As far as the latter are concerned
there seem no definite statistics a-
vailable, while the figures we have
quoted are taken from those col-
lected during last year's registration,
and it is not at all certain they are
correct, or as full as they ought to be.
There is sufficient known, however,
to show what a danger these foreign-
ers constitute, inasmuch as the gov-
ernment has information in its pos-
session which indicates very many of
them are more or less effected by
revolutionary ideas.

We know in British Columbia
what the alien problem is and what a
source of unrest it can prove. In the
prairie provinces it is even more al-
arming. It is true these foreigners
were admitted to the Dominion when
the whole outcry was for immigra-
tion, without restriction and with-
out regard to the character of the
newcomers. Now it is becoming
widely known that many, if not the
bulk of these immigrants, have
proved undesirable citizens, and it is
a question for the government to de-
cide how long they are to remain a
disruptive force in the land. Many
of them have become naturalized, but
that has not prevented them, from
being mentally responsive to the so-
ciological and political changes in
the lands of their adoption.

HISTORIC TRAIL TO BE UTILIZED

The Semiahmoo trail, used by the
gold seekers in the early sixties when
the Cariboo excitement was at its
height, will, if the present arrange-
ments got through, become a portion
of the Pacific Highway.

The Semiahmoo trail has been a
thorn in the flesh of the Surrey au-
thorities for some years, and recent-
ly it was given out by Reeve Sullivan
and the councillors that the trail
had been altogether abandoned by
the municipality and therefore no
more money would be spent upon it
by the council.

It is now learned that the survey
for this purpose will eliminate the
hill grades and will shorten the dis-
tance by some six or seven miles.

From information received at
White Rock it is understood that the
proposed new route will run from a
point on the present Pacific Highway
near where the Port Mann post of-
fice is situated almost at the junc-
tion of the Old Yale Road and the
highway.

The lines run through good level
country and connecting with the Se-
mahmoo trail the route will cross
the Campbell River at a point near
White Rock and continue on to the
paved portion of the United States
Pacific Highway at Douglas, known
in Maine as Washington Avenue. It
is further stated that improvements
to the approach to the Fraser River
bridge on the Surrey side are being
contemplated. The sharp curve will
be eliminated by the addition of a
separate approach for the old Yale
Road cut off.

Other improvements include re-
ducing the grade of the new Yale
Road portion of the Pacific High-
way, by cutting down the brow of
the hill.—Motorist.

(Editor—Is this survey made so
that it goes just past Hon. Honest
John Oliver's own property?)

MATSQUI FALL FAIR

The date of the Matsqui Fall Fair
has been arranged for September 18
and 19, the first day for the exhib-
itors to arrange their exhibits and
the second day for visitors. This
comes close to the Mission City and
Abbotsford, and will be a week of
fairs for this part of the Fraser Val-
ley.

The Matsqui Fall Fair is going to
be bigger and better than ever so
the report has gone out. There will
be more exhibitors than ever accord-
ing to promise to the directors and
the President Mr. J. A. Morrison is
talking Matsqui Fall Fair every-
where he goes. It is whispered that
this year there will be strenuous
competition between the highland
and the lowland, to see who will
carry off the most prizes.

Have you arranged yet to exhibit?

Talk about tall people: we saw a
fellow this week who had to keep
his coat buttoned tight so he could
stand up.

WEEK IN CALGARY

(From Markets Bulletin)

This has been a busy week in Cal-
gary. The distribution arrangements
for car lots of raspberries went a-
stray. Twice during the week cars
rolled in from Hatzic and Haney on
the same train. Today the market
is bare, and Regina has two cars
rolling. Sugar shortage and high
prices make careful distribution a
very important point. Every oppor-
tunity was present to cut prices, but
thanks to the good condition of ber-
ries in the cars this was avoided. A
few cases of mould was discovered in
Calgary and Winnipeg. This year
has been exceptional; almost all ber-
ries arriving at destination without
loss.

Cherries.—A car lot from Okana-
gan of fine quality cleaned up here on
Wednesday. Some of the finest from
Kaslo, and Summerland, some very
good in car lots from Okanagan.

Many small sized bings are com-
ing from Denver.

Potatoes are quoted at all prices
from Vancouver, \$10.00 to \$15.00 a
ton below the Okanagan Valley, who
are selling but little. Can anything
be done to protect the lower main-
land grower until he is organized?
At the present value of money \$40.00
a ton is scarcely the cost of produc-
tion for the mature spud at digging
time.

Celery from Armstrong is improv-
ing in blanch. Vegetables from B.
C. and local are offering freely. B.
C. Apricots (Royals) have made
their appearance. This market is
flush on cantaloupes and bananas.
Sugar shortage is acute from Regina
west and has interfered with our
raspberries and other berry sales.
This has lasted throughout the sea-
son so far.

New potatoes are quoted at the
coast at \$50.00 and Okanagan Val-
ley, \$55.00.

BERRY PRICES AND PROSPECTS

The first blackberries of the sea-
son in crate lots were offered in the
Vancouver market on Saturday, and
sold at \$4 per crate. The prospects
are that these will be fairly plenti-
ful later on. Meantime they are
having a good reception.

The raspberries are still arriving
in small quantities and holding firm-
ly at \$3.50 per crate. Loganberries
too were none so plentiful. The
local grown seem to be absorbed be-
fore reaching the market, which had
to be content with the product of
Vancouver Island gardens. These
however, were good, and sold at \$4
per crate.

Blueberries are still in evidence
but dropped in price to \$2. They
are not so popular as the "Ontario"
blueberry, which, though indigenous
to B. C. are seldom found in such
quantities as in the East. On the
Calgary market these bring \$3 for
a 15-lb. basket.

Strawberries have practically dis-
appeared for this season. Currants
are more plentiful and gooseberries
are fast passing the desired "in the
wood" stage.

OPENING NEW OFFICE

Mr. G. C. Hodge, travelling repres-
entative, for the B. C. Returned Sol-
dier Commission, was in Mission
City this week to meet the returned
soldiers' train. He reports that an
office will be opened in Vancouver
for the convenience of the soldiers
and that he will be in charge of it.
Major F. A. Roberson, D. S. O., is
the chairman of the Commission and
Geo. F. Pyke is the general secre-
tary.

Mr. Hodge's office will be Room 3
Third Floor of the Court House An-
nex, Robson St., Vancouver, B. C.

MISSION CITY FLOWER SHOW

The date for the Mission City
Flower Show has been set for Thurs-
day, August 14th in the Imperial
Hall, and the prize list will be out
in a few days now. The list this
year is much larger than formerly
and excellent prizes are offered.

The W. I. are anxious to make
this one of the best ever held in
Mission City and ask all who can
to arrange to show so as to swell
the number of exhibitors and thus
make the show a success.

Mrs. Osborne, the secretary, may
be seen at the store at almost any
time.

The local business men have given
the prize list good support.

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NORTHWEST PRINTERS

MET IN SEATTLE

The master printers of Oregon, Washington and British Columbia met in Seattle on Saturday last and there were about 300 delegates from the two states and this province.

The conference was held under the auspices of the Northwest division of the United Typothetae of America, and is the first since the formation of the present organization two years ago.

The purpose of the meeting was an educational one and was part of a three year campaign conducted by the national organization on which more than one million dollars is being spent. The object of the campaign is to educate the printer in modern methods pertaining to the trade, such as the installation of systems for cost finding in the shops, and to promote better printing.

After the routine of reading the reports some excellent papers were read and discussed. Among these were "The Present and Future Supply of Printers". Mr. F. W. Kennedy of the University of Washington delivered an able address on this. It appears that in the cities it is a hard matter to get the young men to take up the printing business, although good wages are paid. To obviate the scarcity of printers the art is now taught in the University of Washington at Seattle also taught in Portland as a part of the high school course; also taught in Tacoma, and will be taken up in other places as arrangements can be made. In a great many cities of the United States special arrangements are now made for including printing in the Trades and Industries training.

Other subjects taken up were: The Labor Problem and Suggestions for its Solution; Uniform prices for the Pacific Coast; Co-operation of Pacific Coast Typothetae and the object of organization.

A committee of two from as many of cities represented at the meeting met to discuss labor problems at which it was decided to on no account grant a seven hour a day at \$1 an hour; to work for a uniform wage throughout the province of B. C., Washington and Oregon, with the exception of those places where the cost of living were lower. Any raise or lowering of pay to be guided by the government reports in Canada and United States of the cost of living. Spokane claims that the cost of living is less there than any other place in the state.

The trend of the whole meeting was co-operation in the printing business.

VICTORY FOR FRUIT GROWERS

(From Market Bulletin)

Dominion fruit growers are much indebted to Mr. G. E. McIntosh, in Charge of Transportation. Mr. McIntosh's intimate knowledge of freight and express rates, and all pertaining to moving fruit in transit is very valuable to producers. His skilful arrangement of the case of the producers east and west against the application of Express Companies to abolish Commodity Tariffs, went a long way to help winning their point. The case of the east was similar to the west, excepting that the west had to cope with keen competition from the south. If the application had been allowed the western fruit men would have been practically driven out of business by the low rates existing in the U. S. This is all changed, and fruit growers should feel that the award is worthy of the fight they made, and we trust that the increase in general express charges will be ample compensation for the express Co.

ROADS CUT PRICES AND SAVE FARMERS MONEY

The entire surplus production of the farm and many products of the forests and mine must first be hauled over country roads to the shipping point. The office of public roads estimates the cost of this haulage at not less than \$50,000,000 annually in the United States. It further estimates that the improved roads would reduce this cost one-half, which would result in the saving of \$250,000,000 annually.

It might be noted that the freight rates on the railroads have been reduced since 1837 nearly 90 per cent but during that time there has been practically no reduction in the cost of highway transportation. The reason for this is that the railroads have been operated from the standpoint of paying interest and dividends, which has forced systematic and economic management whereas our highways, because of our failure to appreciate their economic importance have been neglected.

It is imperative that endeavors which have been made to reduce the cost of highway transportation should be carried to a satisfactory conclusion by the construction of good roads in every part of the country where the traffic demands.

As an example of what may be accomplished by the construction of good roads, an address made before the Panama American Road Congress at Oakland, Cal., in September, 1915 by Frank Torrance, a pioneer road builder of the State of Washington, is interesting.

I am not an engineer; I am only a common farmer and dairyman, and of all the branches of farming there is nobody who uses the road more than the dairyman because he uses it every day, rain or shine. But I raise other things besides milk. I raise cabbage. I am here to say that there is no part of my farm neither my wagon, my mowing machine nor anything in connection with my farm that pays a bigger dividend to me than the roads.

Now, let me illustrate. One year I raised seventy-five tons of cabbage I had to haul this cabbage crop to a sauerkraut factory in South Seattle. As you know the cabbage crop comes

in the fall of the year when the roads are bad, and we had no roads. Twenty-five hundred pounds was the best I could haul, using a team 1,700 pounds in weight. Allowing \$5.00 a day for me and my team, which was little enough, I left my home at four o'clock in the morning and I wobbled back home at 6 at night, a tired man and a tired team. It, therefore, took \$2.00 to land that 2,500 pounds of cabbage on the market.

Now what do I do? With a beautiful road, I put on 5,000 pounds and trot along that road, leave my home at 8 o'clock in the morning and arrive back there at 4 in the evening, without turning a hair on my team. It is a pleasure to drive over that road.

Now, take your pocket books out and your pencils, and figure what a difference it makes to me between costing me \$5.00 to land that 2,500 pounds of cabbage in the market and landing 5,000 pounds for the same price, with a seventy-ton crop. Did it pay me? Was it good interest on the taxes that I have to pay? Why, my taxes were only a mere bagatelle compared with it.

This appears to come right from the shoulder. If Mr. Torrance can deliver his cabbage to market cheaper over good roads, it is reasonable to suppose that the customer will pay less.

At the meeting of the regional directors of the Highway Transport, from all parts of the United States in Washington, in September, 1918, Herbert C. Hoover, federal food administrator, made the statement that he approved the development of rural express as a means of saving perishable foodstuffs, for stimulating production of more food, for lowering costs of living and for conserving farming man power for the soil. He observed that 50 per cent of the perishables used in market are wasted largely through ineffective means of getting them to market.

Franklin K. Lane, secretary of the Interior, said:

"I can see the making of a new America, a nation of farming communities and small industrial centres. These centres must be developed and tied together and made easy of access by good roads, over which the most efficient of transportation will haul foods to market."

The foregoing is ample evidence, if evidence is required in this straightened age, of the fact that improved road conditions will mean the reduction in the cost of transportation, and the retail prices of numerous commodities will at once feel the influence of the transportation costs. Particularly is this true of the products of the farm and the forest for, after all, a great portion of the retail price of an article is the cost of its transportation.

The Good Roads movement has many sides, and numerous favorable arguments may be found, but the argument which, at the present time should have greatest appeal is that outlined above—good roads, the roads to lower prices.

B. C.'S GIVING TO PATRIOTIC FUND

A report is now issued by the provincial branch of the Canadian Patriotic Fund showing that the total contributions from British Columbia points to this fund, from September 1914 till March 1919, were \$3,353,257, and the disbursements during the same period were \$5,729,188.60, the difference, \$3,375,930.75, being supplied from the central fund at Ottawa.

Fraser Valley points contributed the following amounts: Agassiz, \$7027; Abbotsford, \$8324; Burnaby \$2994; Chilliwack \$12,801; Delta, \$20,900; Fraser Mills \$19,700; Hope \$1485; Ioco \$1584; Langley, \$11,874; Mission City, \$3449; Maple Ridge \$4511; Port Coquitlam \$4,671; Pitt Meadows \$100; Port Moody \$5310; Surrey \$5424.50; Yale \$1342.

THE HAY CROP

Owing to the drought the grain and straw in the Delta will be light this year. Root crops will also suffer; but the hay crops in the Delta are good.

In the Matsqui district the hay is exceptionally good this year and the present fine weather is a boon to the haymakers.

Who Faced the Judge?

The Princeton Star says: "The cut of Arthur L. Sifton in the New Westminster Columbian last Thursday looks more like the picture of Edith Miner than the former premier of Alberta and at present a member of the Dominion cabinet." The editor of the Star, had he ever faced Hon. A. L. Sifton as a judge in a libel trial, would have recognized the photo as a true one.—Columbian.

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