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MUNICIPAL NOMINATIONS NEXT WEEK

On Monday next the municipal nominations will take place throughout the Fraser Valley municipaliies with the elections on the 17th. Report has it that not many of the reeves will be elected by acclamation, which may be a good thing, and may not

Starting at home Reeve Catherwood will be opposed by ex-reeve J. B. Cade, unless of course some other man comes forward to contest the election and there are none in sight so far that is known of.

In Matsqui Reeeve McCallum will be opposed by Councillor Melander and also by ex-reeve Towlan, but it is expected that McCallum will have a walk away. Mr. Towlan, like Joe Martin has got into the habit of running and can't keep away from it. It has simply got to be, perhaps not every year but often enough to let the municipality know that he is still in the land of the living and just as full of life as ever. In days gone by he was reeve and made a good one, many of the ratepayers will tell you. Councillor Melander lives in the south western part of the ward and thought of retiring this year after a long length of service as councillor for ward four. Notwithstanding the fact that he has given good service, some mischievous person started to create a wrong impression of the work that Mr. Melander had done. Mr. Melander had at that time told many of the ratepayers that he would retire this year. Thus to defend his good public name Mr. Melander decided to run for reeve just to show that he would not be turned down in his own ward as a public man. He has no other grievance other than wrong report and if elected would do well as reeve for he has always acted as a loyal citizen and true public servant.

Down in Maple Ridge to the west of us, Reeve Ansell will be opposed by Councillor Lilley; but as Reeve Ansell has had a long period of public service for the municipality, as councillor and reeve, he will probably win hands down, as his services have been such that the people of Maple Ridge appreciate. No man can say that he has knowingly done a wrong thing during the more than ten years he has served Maple Ridge. Councillor Lilley is out to make a name for himself and wants to keep his name before the public for reasons best known to himself, and possibly a few others. He has done well as councillor.

The same men will probably be candidates in Mission for councillors this year as have served for several years, and a crop of several new men will probably seek election, but the P.R. will beat them out. In Matsqui Mr. William Elliott will oppose Mr. Aish and probably win out, unless a third party, Mr. Charlie Bell steps in to win honors. For the other wards the same men as have served in 1919, with the exception of ward four will be in the field. In Maple Ridge it is reported there are a whole lot of men out after the municipal prestige, but it is likely the veteran councillor Dale of Hammond will be a winner.

For school trustee for Mission the names of Mr. W. Clark, Mr. W. R. Macdonald, Mr. J. B. Miller, Mr. George Cade, Mr. C. E. Noble, Mr. 'Jesse' James, Mr. C. E. Christie, Mrs. Solloway and possibly others are mentioned. B. C. Cream is not on the list now or perhaps he would be in the running too, but it is said the H. C. F. keeps him from running any longer, and he confines himself to well paid jobs.

LICENCES ISSUED ONLY BRITISH SUBJECTS IN FUTURE

It has ben decided that no further licenses for salmon canneries, or salmon seining and trap net fishing, shall be issued to other than resident British subjects of the white race, or to joint stock companies composed entirely of such persons. And it has further been decided that in future the number of gil net and troling licences issued to other than white men or native Indians shall not exceed the total number issued during the past season. This is the change which particularly affects the Fraser River district. In plain English it means that the Japanese will be unable to get more fishing licences than they had last season.

The Great War Veterans are having a series of whist drives every Wednesday and Saturday evenings; and every second Friday the W. A. will have a whist drive and dance, alternating with the W. A. of St. Matthews church.

PREDICTS 35 CENT EGGS

Wholesalers predict that eggs will decline to 35 cents per dozen in the near future, says the Columbian. There are at least 10,000 more chickens in the province than there were at this time last year. It is also stated that the hens are laying decidedly well at the pesent time, and the eason why the price has been kept up is that the importations from the United States have not been so heavy as is usually the case. British Columbia will soon be able to supply its home ma rket with eggs without the necessity of importing if the price of chicken feed eases up.

Semiahmoo Trail Favored by Delta

The Delta Council at a recent meeting resolved to petition the provincial government to have the Pacific Highway go via the Semiahmoo trail route.

Mr. A. J. Mathers is the name of the new principal for the Abbotsford school.

TO TAKE MOVING PICTURES IN ABBOTSFORD

The Los Angles Movie Co. will take scenes of local inteest in Abbotsford on Tuesday, Jan. 13 at the noon hour. This is the company that will give the vaudeville show and dance in the Abbotsfod Hall the even ing of the same day. The pictures taken on the street and also of the audience in the evening will be shown at the Sumas theatre in the near future. Don't miss this chance to see yourself in the pictures.

MORE HOUSES WANTED

When the work on the Sumas dyking scheme starts up there will be a boom either in Abbotsford or Sumas city, Wash., and now is the opportunity to start building houses for the new families. Our reporter has been informed that already some fifteen parties have been inquiring for houses in Abbotsford, with a view to locating here while working on the dyke.

New houses in Abbotsford would undoubtedly be a good investment, even with building material at the present prices, for the town is sure to warrant the building of many more houses in the very near future.

HAD A SUCCESSFUL YEAR

It is refreshing to know that a church in any small community has had a successful year financially, and that the minister's salary has been raised, the latter especially during these times of high prices.

The annual meeting of the Presbyterian church was held in the church on Thursday evening when the financial statement for the year was read, showing that there was in the treasury some $104, although the year had started with a deficit of about $50. The amount of money spent during the year was not stinted for quite large amounts have been spent in various ways.

So pleased were the management with the trend of affairs that the minister's salary was given a substantial raise, dating from last April.

GOVERNMENT'S ASSISTANCE FOR HIGH SCHOOLS

The Grand Forks School Board has received official advice from Dr. MacLean, Minister of Education, that the Government will make a grant of 40 per cent. of cost towards the construction of the proposed high school for Grand Forks.—Gazette.

It is understood that the Government will also give Maple Ridge 40 per cent for their new school, but that Mission City would only get one-third.

Oppose Daylight Saving and Change in Rule of the Road

Opposition to the daylight saving scheme and also to any proposed change in the rule of the road, was voiced at the annual meeting of the Matsqui Farmers' Institute held on December 29th in the municipal hall at Mt. Lehman, and resolutions to this effect will be forwarded to Victoria and to the Mt. Lehman Woman's Institute for endorsation. The president Mr. E. G. Phillips, occupied the chair at the gathering, which was well attended. Messrs J. A. Morison and S. Soloman were appointed auditors, these reporting that the receipts totalled $108.20, and expenditures $83.10, thus leaving a working balance of $25.10. The membership amounted to 41, while 169 cases of owder were used during 1919. All the old officers were re-elected for the ensuing year, these being: President, Mr. E. G. Phillips; vice-president, Mr. Andrew Calder; secretary-treasurer, Mr. Phillip Jackman; board of directors, Messrs J. Stevenson, E. White, Jr., Stanley Soloman and Chris Christianson. Mr. Phillip Jackman was elected as a delegate to the district conference.

It seems as though if a Mission City business man wants to be able to spend the winter in California, he must enter the automobile business, and in a few years he will be able to take the trip. There should be a few there in 1923.

The school board met on Monday last.

PERSONALS

A few friends of Mr. and Mrs. A. Taylor gave a delightful surprise party at their home on Wednesday evening. Dancing, singing and games filled the happy hours. Dainty refreshments were served by Mrs. L. MacMillan and Miss Baxter.

Mrs. Loveder has returned from spending a pleasant holiday with her son and daughter in Vancouver. Her son spent four years at the front.

Mr. J. G. Copping has purchased the powder works property adjoining his own property.

The Misses Ruby and Lilian Maino have been visiting in Abbotsford with the Nelson girls.

Miss Dorthy Patton is the guest of Mr. and Mrs. Boyd in Vancouver. She is unable to use her foot yet and Vancouver will be a change for her.

Mr. McDurmit passed away on Saturday, after having his foot amputated a few days before for gangerine. Mr. McDurmit was ninety-one years of age, and has been in B. C. many years.

Mr. Jack Aiken's brother whom he has been expecting, arrived on Saturday morning.

Mrs. and Miss Lamb returned to their home in Vancouver on Sunday afternoon, after two weeks' holidays in Abbotsford. Mrs. Lamb will resume her duties as teacher in South Vancouver.

The Misses Steede returned home on Tuesday after two weeks' in Port Alberni and White Rock.

Mr. Frank McCallum spent the holidays at his home in Abotsford.

Mr. Kirkpatrick has sold his farm and bought a home in Clayburn. He will resume his work with the brick work. company.

The Ladies' Aid Society met at the home of Mrs. Zeigler on Wednesday afternoon, there being a good attendance, but not as good as expected on such a beautiful day.

Mr. Fred Browning returned to Mr. McMenemy's on Sunday after a two weeks' visit at his home in Vancouver.

Mr. Alex. McPhee has purchased the house next to the telephone office from Mr. James Higginson.

Miss Grace Kennedy was home for the week end.

Mr. Longfellow left on Tuesday for White Rock where he has taken the position of agent on the Great Northern. He will be kept much busier than in Abbotsford.

Mr. Tumlin is back to Abbotsford again with a gang working near Kilgard on the Great Northern.

The Woman's Auxilliary to the G. W. V. A. hold their meeting in the club rooms Monday afternoon, Jan. 12, at 3 o'clock. It will be election of offices for the coming year.

Mr. H. P. Knoll was called home to Victoria on Sunday on account of the death of his fathe. M. George Matin, of Sardis, who when in Abbotsford was clerk there, now has charge. George is staying with the McMenemy family.

Mrs. Percy Wilson visited in Vancouver this week.

Mr. and Mrs. Donald Fraser are spending a few days in Vancouver.

A financial statement of the Scotch concet has been made as follows: Receipts of concert and dance $117.40; expenses, $46.40; net proceeds, $53, which will be given to the Jimmie Downie fund.

The W. C. T. U. Society met at the home of Mrs. Hunt on Tuesday.

Mr. Jack Vanetta is spending two weeks in Vancouver, with his cousin.

Mrs. A. M. King entertained six tables of whist at her home on Wednesday evening.

The Ladies' Aid society are making preparations for their annual Burns' concert.

Mr. Mather, the new principal, started work on Monday morning.

New Era Lodge No. 244, L. T. B., met on Monday evening last. The officers for the ensuing year were installed and a considerable amount of business transacted.

The funeral of the late J. E. Clay, son of the late D. Clay fo Halifax, N. S., took place on Monday afteoon to the Mountain View cemetery, Vancouver. Mr. Clay had been in the office of the Abbotsford Lumber, Mining & Developement Co., Ltd. for some time. He was quite cheery before leaving for his holiday. He took suddenly ill on Christmas night and passed away early Friday afternoon, Jan. 2. He was forty-nine years of ago. He leaves a widow, a married daughter and two sons to mourn his loss. Mrs. Clay visited Abbotsford on Thursday.

Mrs. B. B. Smith visited Abbotsfod last week.

The whist dive last Friday night was very small, only eight tables of whist were played, but nevertheless all had a merry evening. Mrs. Bennett won ladies' first prize, a box of note paper. Edger Tapp won gentleman's first, a book. Mrs. Leary won the ladies' consolation prize, a small trinket basket, and Frank Parton a toy grasshapper. The out of town visitors were Mrs. and Miss Hunt, Messrs Hector and Edger Tapp and Miss Tapp. Mr. Tracy from near Peardonville, on the late Mr. Erbhard ranch and his brother fromVancouver, who has been spending the holidays with him.

Mr. Buchanan Dunlop is delivering a series of lectures in the Abotsford hall every Sunday afternoon.

Stock-taking

SALE is going with a rush

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Boots and Shoes at less than wholesale price
Boys' Clothing Men's Hats and Caps
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THE ABBOTSFORD POST
Published Every Friday
J. A. Bates, Editor and Proprietor

FRIDAY, JANUARY 9, 1920.

PICKING THE TOURIST CROP IN BRITISH COLUMBIA

The State of California through its good roads is reported to be getting annually from the tourist traffic very large amounts; even the city of Vancouver announces that it has had a tourist traffic in 1919 that has netted the city some $3,000,000. It is also stated that at Blaine 8,925 motor cars carrying some 34,264 people passed through Blaine for B. C. Each one of these tourists must carry with them a cash value when they visit our province.

Tourist money is easy money and good money at the same time and something should be done to induce tourists to come to our province in motor cars. The one big inducement that we have in B. C. is scenery, and that does not need any repairs each year for up-keep. If anything it improves, for we who live in the province, no matter how long, never tire of looking at Mt. Baker, the Lions, or any other mountain peaks that come into view. Who would tire looking at some of the beauties of the Fraser canyon, no matter how often we passed up and down the river, and especially beautiful would it be in a motor car. Further up country in the Selkirks and the Rockies the beauties of an early morning sun or a sunset are never forgotten. It may be said of our scenery that it is a beauty and a joy to every person who may view it.

Granted that the scenery of the Province of British Columbia is not excelled in any other part of America, does it not seem a kind of selfish that we should try to keep it to ourselves. The C. P. R. has advertised the beauties of our mountains for decades with most excellent results; but the modern way to see the grandeur and beauty of the Pacific Slope is by motor car. California, with its limited scenery realizes this and so does Oregon and Washington. But does our province?

It is up to British Columbia to make this scenery accessible for motor cars and with this object in view it is necessary to have a road from West to East and East to West in the province. Survey work has been carried on over the Hope Mountains and up the Fraser Canyon with a view to having a road. If it is a scenic route that the tourists want, then the only feasible route to the interior of the province is through the Fraser Canyon, and it is likely that our government realizes this as the word is being passed around that that road will be built first. Once in the Interior the beauties of the Okanagan will not suffer. It speaks for itself. There is also talk of linking up the City of Revelstoke with Golden—through the sea of mountains. The Western Motorist appears to think this is feasible, and outlines the road then to Windermere, thence to Banff and on to Calgary. What a wonderful route for scenery?

Renewed activity for boosting for good roads from West to East should be started and carried out during 1920.

P. R. is to come to vote in the City on Vancouver at the election this week. It is claimed by the boosters of P. R. that they vote that way in Ireland. One Ireland like the present should be enough for the British Empire.

What has become of the old-fashioned dealer who used to present his customers with a wall calendar at the first of the year.—Province.

The leader of the Canadian Liberal party will visit the coast at the end of this month. Maybe he is coming to the coast to consult some of the local enthusiasts about the introduction of the P. R. system.

It is claimed for the P. R. that it is entirely against party government and in that case it should be tabooed. Party government is perhaps the best system yet brought into existence. It has its failings of course, and so would any system. British Columbia has had fewer elections since the party system has been introduced into the province.

Vote for the Cold Storage Bylaw and put the district ahead ten years with one fell swoop.

TALKING OF GOING BACK TO THE WARD SYSTEM

While Mission Municipality is trying to get away from the ward system the Maple Ridge councillors have decided to place before the people the option of retaining the no ward system or the wards. Wise people do not all agree, nor do they always agree, so that it is hard to tell which system is the best—electing a council at large, or according to the wards. It will be interesting to note what the people of Maple Ridge do.

AMIENS TRAINING FARM

When the fifty sudents at the Amiens Training Farm at Gifford, conducted by the federal Soldier Settlement Board, returned from their holidays on Monday, they found that H. G. Esterbrook of the Y. M. C. A. Military Service Department had arrived also bringing with him a moving picture machine and a program of films which with the permission and co-operation of Supt. Ramsay he showed in the evening. The pictures which were of an educational nature and from the Y. M. C. A. circuit were greatly appreciated and enjoyed and the men heartily applauded the announcement that the Y.M. C. A. would give a similar programme once a week hereafter. The "Y" has supplied the school with a gramaphone and records, a library, outside and inside games, writing material, etc. and is sending current daily papers and magazines. The Y. M. C. A. is rendering a similar service to the students at the soldiers agricultural school at Point Grey.

Tourist Traffic From The States

The popularity of the Pacific Highway for tourists is rapidly growing, and the motor traffic this year promises to set a new record. The figures available show that during the past five months a total of 8,925 motor cars entered British Columbia from the State of Washington. The number of passengers totalled 32,264. The record by month follows:—April 872 cars and 3,056 passengers; May 1,159 and 5,720; June, 1,370 and 4,996; July, 2,651 and 9,986; August 2,473 and 10,506; total 8,925 and 34,264.—Motorist.

Were there a good road on the north side of the Fraser river from Vancouver to Mission City and a bridge across the Fraser, it is likely a lot of these tourists would have returned home by way of Sumas instead of Blaine.

The schools re-opened on Monday with a record attendance.

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COURTESY TO THE CALLER

When you answer the telephone, you are courteous in your answer. If you are answering a business telephone, however, it would be more courteous if instead of saying "Hello", you announced the name of the firm or department. One greets another on the street with "Hello", but then one sees the other and there is no need to announce the person speaking. On the telephone it is different. You anticipate what a person wants to know when you reply to a call, "This is Hoe & Company, Mr. Blank speaking."

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A Veteran of the Civil War Writes:
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THE Chevrolet "Four-Ninety" Touring Car is comfortable to ride in, and easy to drive. It has weight enough to keep to the road at all times. It has ample spring suspension. The seats are well upholstered, deep and roomy. And it is an easy car to handle in close traffic.

If you are interested in a profitable and pleasurable investment, come in and indrive. It has weight enough to kep to the in one.. You will be surprised how enjoyable and smooth riding they really are, and their economy of operation will also interest you.

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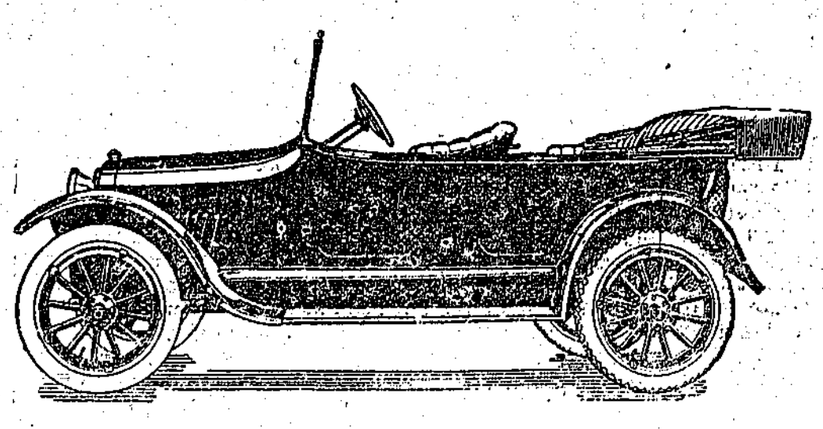

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WATCH THIS SPACE
NEXT ISSUE

T. BRADWELL

MATSQUI HOTEL MISSION CITY

NOTES FROM AGASSIZ

The minstrel show and musical evening under the leadership of Mr. F. Sweatman was most enjoyable. The programme closed with an exhibition of fancy dancing by Miss Avis Pomphrey of Vancouver.

Mr. I. Tuyttens, Cottonwood Island is a patient at St. Paul's hospital Vancouver, undergoing treatment for bloodpoisoning. One of his fingers has had to be amputated.

Mr. F. C. Bell has sold his ranch to Messrs Aiken and McManus, of Salmon Arm, who expect to take possession soon.

Mr. and Mrs. Raymond Tuyttens whose marriage took place in the East recently have arrived in Agassiz, and intend to make their home here.

Mr. and Mrs. D. Venables have left Agassiz for Kamloops, where they expect to make their home in the future.

Mr. A. Henley, who was badly injured in a runaway accident last week, is slowly recovering.

Mr. E. G. Inkman, who has been stopping with his parents for some time has left for Vancouver to take up a vocational training course.

People are anxiously waiting for the new ferry to be placed on at Mission City and Matsqui, as they expect to have the Misison-Matsqui old ferry sent up to be placed on the run from Rosedale to Agassiz.

THE GERMAN BADGE OF CRUELTY

In the Canadian War Trophies exhibit is a winter head-dress which belonged to Prince Joachim, the kaiser's youngest son. This head-dress is topped with a huge bunch of "aigrette" plumes.

What could be more suitable for a German princeling's hat than this badge of cruelty? What woman in Canada wishes to follow his style and flaunt similar plumes before the eyes of many who know the story of the egret.

In case the reader has never heard the reason for calling in egret plumes the German badge of cruelty, a little of the sordid story is told. Some of the most beautiful species of birds on this continent have been reduced to a piteous remnant to provide these plumes. The species which have suffered most in North America to provide the "aigrette" plumes of commerce have been the Egret and the Snowy Egret, which is also called the Snowy Heron. Both species are believed to wander northward after the breeding season and have been recorded from several of the provinces of Canada in the late summer. These beautiful travellers might be more numerous and of more than accidental occurrence in the north if these two species had not disappeared as breeding birds in the middle United States. If we suppose that the bird, which occur occasionally in Canada, came north from the most northern rookeries were in New Jersey or Wisconsin. They now breed from North Carolina southward to Chili and Argentine. Although they are protected in North America by a treaty between Canada and the United States, they will be slaughtered elsewhere in their range as long as their plumes are in demand in the feather market and this demand is created by the use of their plumes for millinery purposes.

The plume-hunter visits the nesting ground of the snowy heron, or of the egret, as the birds grow these plumes only during the nesting season and kills the old birds as they return to feed the young ones in the nest. The young are left to starve and the plume hunter, after cutting the "osprey" or "aigrette" plumes from the parent bird, leaves its beautiful body to rot in the swamp where it made its home, while he pursues his bloody course.

Remember the cruel side of the "aigrette" story whenever you see the dainty feathers; remember the slaughter of the old birds and the starving young ones.

DEWDNEY NEWS

Miss Dorothy McCusker of Vancouver, spent the first of the New Year with Mr. and Mrs. R. J. Fellows.

Dewdney public school opened on Monday with a very large attendance Miss Marshall is the new instructor.

Miss Lorraine Taylor of Langley is visiting friends and relatives here.

Mr. M. MacLean loaded a car of turnips for the west last week.

A surprise party given on Mrs. G. Rouleau and family Tuesday evening was a grand event. A large crowd attended and a joyous time was had.

Shingles from Day & Co.'s mill on Upper Hatzic Prairie have begun to arrive here for shipment, after a short delay on account of bad roads and weather.

T. Davis had the misfortune of putting the "Big Mac" in the ditch Monday evening, but no harm was done to car or occupants.

Mrs. R. T. Foley and daughter, Mary, were passengers on No. 3 Sunday evening for Vancouver.

Martin Hyde returned home Sunday after the holidays spent with friends at Blaine.

Mr. Bert Warr has been on the sick list but is improving.

A party given at the home of Mrs. R. T. Foley on New Year's Eve was a success and all had a joyous time.

A young man from Agassiz spent a long weary day in Mission City on Tuesday. The issuer of marriage licences, Mr. J. A. Catherwood, went away on the local and did not return until late. It was a long day, but, wait—

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Save your Hair! Get a small bottle of Danderine right now—Also stops itching scalp.

Thin, brittle, colorless and scraggy hair is mute evidence of a neglected scalp; of dandruff—that awful scurf.

There is nothing so destructive to the hair as dandruff. It robs the hair of its lustre, its strength and its very life; eventually producing a feverishness and itching of the scalp, which if not remedied causes the hair roots to shrink, loosen and die—then the hair falls out fast. A little Danderine tonight—now—any time—will surely save your hair.

Get a small bottle of Knowlton's Danderine from any drug store. You surely can have beautiful hair and lots of it if you will just try a little Danderine. Save your hair! Try it!

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The Mission Traffic Bridge Question Now Old Enough To Vote

The British Columbian, one of the oldest papers of the province, runs items lately of "twenty years ago" and under the heading of January 4-5, 1900, appears the following:

"At Mission City, the largest public meeting on record resolves to request the C. P. R. to have a traffic bridge in connection with the railway bridge when the new steel superstructure should be built. R. McBride, M. P. P., and C. W. Munro, M. P. P., spoke in sympathy. Aulay Morrison, M. P., would not commit himself to asking from Ottawa until he had more information."

But never should the people give up hope. On Vancouver Island it was mooted for nearly thirty years to get the railway as far north as Courtney. It came quite unexpectedly, and now Courtenay is a prosperous incorporated city. The traffic bridge over the Pitt river was talked of and opposed by men who should have known better, and it came when W. J. Manson had about given up hope of securing it for his constituency. Now it is an up-to-date bridge with the planks laid angle-ways to make the traffic over it comfortable.

It is on record that a bridge was built over the Capalino at Vancouver without precedent, owing to it being an inducement to tourists. So would the Mission-Matsqui bridge; and the Federal government has an extra inducement now to build the bridge. The C. N. R. is a government owned railway, and it is certain the road would pay better if it tapped Mission City. The B. C. E. R. once was very anxious to come to Mission City.

PREMIER ROAD MAKER TALKS ON GOOD ROADS

Hon. Samuel Hill Gives Instructive Address Before Vancouver Automobile Club Members.

Appius Claudius built the Appian way three hundred years before Christ; Julius Caesar built the great north road that still forms the best and quickest way from London to Chester, and Napoleon built the Corniche that clings to the cliffs fringing the blue waters of the Mediterranean. Samuel Hill examined all these roads and thousands of others, ancient and modern, and then came home to the United States to build the Columbia Highway. Now after forty-one years of experience in building roads, he told the members of the Vancouver Automobile Club at their recent conference, he is just beginning to learn something. The Columbia Highway will form a lasting memorial to the impetus given by Mr. Hill to the science of roadbuilding. Its two hundred miles of surfaced perfection have become famed from the Pacific to the Atlantic; yet, said Mr. Hill, "I could build another road on the other side of the river to make the Columbia Highway look like a dime."

This is the spirit of the man who is president of the Pacific Highway Association, the man who wants to celebrate the tenth anniversary of the forming of this association with the inauguration of a peace arch on the international border between British Columbia and the State of Washington that will serve for ever in memory of the unbroken century of peace between Canada and the United States, and to mark the conclusion of the world peace at Versailles which was fought for by the sons of both countries.

Samuel Hill is a lawyer by profession, became a railroad president through the circumstances of having a father-in-law with more railroads than he could manage himself, and he is a pathfinder and road builder by reason of his recognition of the overpowering importance of easy communications for the well being of communities. He is a seer inasmuch as he looks far into the future but he is no dreamer because his visions are based upon a knowledge of the main facts and circumstances that guide the channels of the trade of the world. He takes the whole world and its entire history as his text when preaching the all importance of highways to the development of the Pacific Coast region of the North American continent. Our forefathers spoke of the trade winds as the air currents that drove the sailing commerce of their world about its business on the seas. Samuel Hill pointed out to those who heard him in Vancouver the influence that the winds that follow the Japan current bear on the future of our two countries. In the great wall of mountains that stretches down the Pacific coast there exist two principal gaps that most interest us. These are the gaps through which the Fraser and the Columbia rivers find their way to the ocean, and it is through these gaps that the balmy winds from the Pacific come with their moisture and warmth laden breath to fertilize the valleys and make fruitful the plains and prairies of our interior. It is along these natural routes that man must provide the roads to provide for the traffic that this fertility and fruitfulness coupled with the world's demands, will inevitably bring about.

These are the reasons for roads considered only as highways for commerce and agriculture. There are other overwhelming reasons of peculiar force to those of us who live in the scenic province of the Dominion that are of no less weight. "Scenery is the one great national asst that costs nothing to develop or maintain," Mr. Hill says. He preacher from this text in Japan with such force that in the course of a short visit there he was induced to outline for the government a scheme whereby a small automobile tax would be devoted entirely to road construction. The bringing into existence of a number of good roads where none existed before would quadruple the number of automobiles in use, sufficient to provide for the capital expenditure on the roads and Japan would have capitalized her scenery for all time at no expense to the general public which would reap the benefit.

"The finest crop that California ever raised was the tourist crop," is another of Mr. Hill's aphorisms when speaking of roads as a means to view scenery. "I told my friends in the south that their state was divided into two portions, one of which should be called California and the other Cafeteria," said Mr. Hill, referring to the flood of tourists that California milks annually. He pointed the lesson for a British Columbia audience. "In 1918," he said, "twenty-three thousand automobiles passed through Blaine. In the same year 800,000 people visited Yellowstone Park, none of whom you saw in this province." Roads, good roads and plenty of them provide the answer to that sort of arithmetic.

How to get these roads is the problem that Samuel Hill is devoting a life time to discovering. "There are only two things in road building," he told the Vancouver Automobile Club. "These are specifications and inspection. "Certainly these are only two things, but they include the whole science of road making. On his farm at Maryhill in the State of Washington, Mr. Hill had constructed samples of all kinds of roads made with all varieties of materials, and here we see the beginning of the kind of road school that he and all others interested in the science want to see founded. "They have voted $300,000,000 at Washington this year for roads," said Mr. Hill, "and practically all of this money will be wasted. You've got to teach them how to build roads first before you begin to spend money on building them."

It is not a cheap process, this learning to build roads. Mr. Hill spent $54,000 last year on a road congress to which he brought experts from Europe, the recognized leaders in England, Scotland and France. They came here, but they could teach nothing and learn nothing. They were dealing with different problems which must be solved on the ground. There are only a few principles which can be taught, the rest must be learned by expensive experimentation. The Columbia Highway, great as its success has been, Mr. Hill regards in the light of a big experiment which has taught him how to do better.

Mr. Hill preaches two big principles which involve entire departures from acepted canons of road building as practised on this continent. "Make your road fit your grade do not waste money making your grade fit your road," is one of his principles. "Longitudinal and vertical curvature are essential to a road that will give the best service and provide the greatest wear," is another, both of them radical departures from the accepted principle in North America which says that the best road is the straightest and the most level road.

"Providing that proper care is taken to secure visibility throughout its length, the road that does not follow a straight line, but which is laid in a constant succession of curves, is the best road," says Mr. Hill, and he demonstrated the theorem in a manner which left his audience convinced, but startled, to see one of their cherished beliefs go down to destruction.

For many years yet we shall still have to provide for a certain amount of horse drawn traffic. The horse will have his uses in agriculture for some time to come. The road which does not have any big grades, but is not level throughout its length, is a better road than the one built without any grades." That was the statement of another theorem that momentarily dazed his hearers. When he appealed to the experience of any in the audience who had ever ridden a bicycle they realized that Mr. Hill's argument was altogether on the side of the horses who have to pull the loads.

"I could die happy if I saw two things," said Mr. Hill. One is the building of roads on a series of curves, and the other the placing of culverts obliquely to the direction of the road." Here again the paper and pencil came into play and his audience saw the value of Mr. Hill's proposed improvement for easier riding and less wear on vehicles.

From British Columbia to Mexico Mr. Hill is dreaming of the longest single highway in the world, the Pacific Highway, and if he can get some of his principles learned in the course of nearly half a century of road building carried out on this highway, then his road school will have some of the credit for the demonstration. "I would sooner have this road than two railroads," said Samuel Hill, railroad president.—Wetern Canadian Motorist, Vancouver, B. C.

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