The Abbotsford Post

With which is incorporated "The Huntingdon Star"

VOL. XVII., No. 11. ABBOTSFORD, B. C. FRIDAY, JAN. 24, 1919 8 $1.00 PER YEAR

105

VICTORIA
Prov. Library

K. K. AUTO REPAIR SHOP

HAS the Reputation for giving its customers the very best workmanship and a first-class service. We lead and others follow. Those who have dealt with us claim that our expert mechanic, Frank Brown, is the right man in the right place.

We have added GASOLINE, TIRES and OILS to our full line of Ford parts.

See the K. K. Auto Repair expert when you have any car troubles.

Seven passenger Cadillac FOR HIRE.

Farmers' Phone—One short, one long, one short
B. C. Long Distance—36. 19 M—Residence Phone

FROM THE FRONT

Our sporting editor received a card from Charlie Stokes, who is now enjoying life in Germany. He says that he crossed the Rhine on his bicycle, but that there was a bridge below the bicycle.

A previous letter left "Dud" Bryant at Courcelles, where he stopped for a few days, where the soldiers were billeted in private houses. Here the coal mines were in full swing working. While here we all had a bath and issue of new underclothes. We left here at 7:30 a. m. and arrived at 1.30 at the City of Wanferice Boulet. Upon our entrance to the city we were met by their city band headed by six men carrying large flags of the Allies and a large procession of the civil population besides those who lined the streets on both sides and cheered us as we passed by to our billets in private houses. At 3 p. m. our bands gave a band concert in the big square in front of the city hall. We left here at 7 a. m. and arrived at 1 p. m. at the town of Fliville, at the entrance to the city we were met by their city band who played us into the city and stopped in front of the city hall and played "God Save the King" as we marched past to our billets in private houses. This town was on a hill, which overlooked the Valley of the Meuse River which was a pretty sight to look at with all the green fields and farms down in the Valley. We stopped here all the next day and in the afternoon we were addressed by Brigadier General Ross who told us that as soon as peace was signed they would ship us all home to Canada. We left the next morning at 7 a.m. and passed through the large city of Namur. Namur is as large as Vancouver. It started in to rain in the afternoon but it only lasted a few hours. At 4 p.m. we arrived at the small town of Coutess. Here we were billeted for the night. We left here at 7 a.m. the next morning and arrived at 4 p.m. at Miecreit where we were billeted in private houses for the night. We left here at 7 a.m. the next morning and passed through the small towns of Verlee Maffee, Somme, Leuze andn Pierre Somme. We arrived at 4 p.m. at the small town of Weris, where we were billeted for the night in private houses. We left here at 1:30 p. m. the next day and started to climb the mountains. As we started to climb up we ran into a forest of pine trees all of them not over ten or fifteen feet high, which reminded us of home We reached a small town at the summit of the mountains at 5 p.m. at Manhay, 2700 feet above sea level. Here we were billetted in a large barn which was quite a change and quite warm sleeping in the hay mow. We left here at 7 a. m. and arrived at Bovigny at 3 p.m. which was on the other side of the mountain. We are now a stone's throw of the German frontier. We spent two days here. On our trip through Belgium we have had a great reception everywhere we went. They were all making us hot coffee and French fried potatoes. They all speak the French. All the roads were block pavement, solid rock eight inches square. We met women, children and men refugees on the road making their way back to their homes carrying small bundles of clothing. Some were pulling carts others driving a cow and horse hitched together to a wagon hauling their clothes and effects. All these people were taken back to Germany when the Huns retreated, and they were just being turned loose to return to their own homes, and some of them as far back as Denain in France. I noticed in several of the cities, Portuguese soldiers working with our engineers digging holes and erecting telephone poles. They are dark complected and look like Italians. They wear the same cut of uniform as ours only it is a blue greenish color like the French. While in some of the cities there were a lot of Belgian soldiers returning to their homes on leave after being away for over four years, they were quite sociable and mixed with us quite freely. They wear the khaki uniform with a Glengarry cap with a tassel on it. All along the roads we were continually running across large motor trucks and caterpillar trucks which the Hun did not take back with them, but took away some of the working parts of them. Every town you went you could buy French beer and Cognac which is a mild brandy. Lots of towns they gave more away than was sold. All the other kinds of liquor they had, had been taken away from them and sent back to Germany when they occupied the country. We left Bovigny at 8 a. m. and at 9:30 a. m. crossed the border into Germany, our brass band playing "O, Canada" as we crossed over at 3 p. m. We arrived at th small town of St. Vith. As we entered the town our band struck up the "Marselleise" we were billeted for the night in a barn and left the next day at 7 and arrived at noon at the small town of Schonberg where we were billeted for the night in a barn. That night I was in the kitchen of the people's house shaving. It must have been their Christmas Eve the 5th of December, as we heard somebody outside ringing a handbell then the door opened and in came a woman dressed as Santa Claus with a basket under her arms and she dished out half a dozen handfuls of apples, lump sugar, and nuts and all I could make out from the German women was, that it was St. Nicholas We left here at 7 a. m. and arrived at 3:30 p. m. at the City of Dahleim. Here we were billeted in private houses for the night. This is the first city I have been in in which the treets were all lighted up at night, since I left Halifax. The house we were in the old lady cooked us up a big feed of boiled potatoes, home made butter, German bread, which is a sour bread and brown in color, coffee and all the fresh milk we could drink. The old lady spent her spare time at an old fashioned spinning wheel, making wool yarn out of the raw wool off the sheep's back. We left at 7 a.m. the next day and arrived at 4 p.m. at the city of Munsteriefel here we were billeted in

(Continued on Page Three)

MAY HAVE SEEN LAST OF P. R. IN NEW WESTMINSTER CITY

Good-bye P. R. It may be premature, says the Columbian, but it would be a good sporting proposition to bet that New Westminster has just witnessed its last municipal election under that system for some time to come.

This prediction is not based on any announcement, official or otherwise, but on the known and surmised attitude of the aldermen coupled with the reported intention of the provincial house to amend the Proportional Representation Act at this session. This act was originally intended to give municipal councils power to adopt or reject it, either of their own volition or on referendum. By accident, the power to get out, once having got in, was omitted; but it is reported, and sounds reasonable that this omission will be rectified as soon as possible.

Once that is done, the New Westminster council will probably exercise that power. At least, judging by comparatively recent events some of the aldermen will move in that direction, Ald Johnston, Lynch and Gifford being outspoken in their opposition to P. R. On the other side is ranged Ald. Dodd and perhaps Ald. Bryson. The latter is a member of the Proportional Representation Society, but has been heard to express doubts about it.

There remain Ald. Kellington and Mathers and Mayor Gray, by whose casting vote the system was adopted in the first place. His Worship since seeing it in practical use, has come to the conclusion that while it is fine for three-cornered contests, it is no good for the election of seven aldermen. He will therefore probably favor a return to the old system if necessary. The attitude of Ald. Kellington and Ald Mathers is not certain, but they are more likely to favor the old than the new. Summing it all up, the chances are good that a three-fifths vote will be forthcoming when the time comes to place P. R. in the ashpile.

All of which however ignores the possibility of a strenuous educational campaign by the proportionalities, and consequent changes of heart among the city fathers.

In Mission it is not known how the new council views the method but they may not have given it a thought. These questions of "higher mathematics" are about only dignified thing about the system, according to expression of opinion heard in the council chamber on Saturday evening last.

FROM VANCOUVER TO EUROPEAN BATTLEFIELDS

Local agents of Atlantic steamship lines, says the World, are looking for a great rush of ocean traffic, as soon as peace is concluded, armies withdrawn and the battlefields thrown open for inspection. In the Old Country what is known as "The Victory Tour" has already been arranged for, and in this city many inquiries have been made as to possibilities of such a trip in the near future.

That some are not waiting for the conclusion of peace negotiations to take the European tour is shown by the example of a gentleman who left this city a few days ago. He took with him his automobile, intending to travel in it from the French coast to Paris and afterwards from Paris to Italy.

Natives of Italy and southern Europe have been inquiring of late as to the feasibility of securing through bookings to Mediterranean ports. The Anchor seaboard last week for the Mediterranean ports, and other lines intend to renew a regular service as normal conditions eturn.

Constable Barber, of Mission has been removed to Lillooet and Mr. W. Greenwood, of Lillooet will come to Mission City.

PERSONALS

Miss Florence McPhee was home on Friday and very tired from over work on account of so many nurses sick with the flu.

Mr. Joe Heath was a visitor to Abbotsford last week.

Mr. Donald Fraser was a visitor to Abbotsford last week.

Mr. Donald Fraser was home last week end from Chilliwack.

The Misses Steede visited Rev. Mr. and Mrs. Rowe last Friday.

Mr. Wagstaff was home last week end from Bradner, where he is working.

Pte. A. Munroe the young Presbyterian student who has sometimes relieved in the church here, is back to England after being a prisoner of war for nearly four years.

Mrs. Elmer Campbell of Bellingham, is a visitor at the home of her sister Mrs. T. C. Coogan.

The W. A. whist drive last Friday night was quite a success. Thirteen tables of whist played besides a number of others present. Mrs. McGowan and Dr. Swift received 1st prizes while Mrs. Coogan and Edgar Tapp received the consolation prizes. Mrs. Swift and Mrs. Shore will entertain next Friday Jan. 31st at 8 p.m. Last week Mr. Morgan provided for the little trip of the toe.

Miss Mildred Hill-Tout is ill from over work in the general hospital. Mrs. Hill-Tout went down to see about bringing her home, but she has a ward and two doctors giving her attention.

Don't miss the Scotch Lecture on Robt. Burns, Monday 27th in the Masonic hall. Vocal and instrumental music will be rendered also.

Mr. Roberts has sold five acres and his little house to Miss Loney.

Miss Edna McMurphy of White Rock, formerly of Huntingdon, has been dangerously ill with flu but is recovering.

The friends of Mrs. Tommy York and Gladys will be pleased to hear they are recovering. Mrs. Walters is nursing them.

Mr. Hollingworth is taking the house vacated by Mr. Hill's family.

Mrs. Tapp has had a second attack of the flu and this time an abscess formed below her eye which was very painful. She is able to be out again.

Mr. and Mrs. Frank Wooler of Bellingham were visitors at the home of Mrs. Firlotte on Tuesday.

At the vestry meeting held in St. Matthew's church on Sunday evening after service, Mr. N. Hill was appointed rector's warden and secretary-treasurer of the church. Mr. P. R. Peele again accepted the post of people's warden, Mr. Salt became envelope clerk and Miss Dorothy Parton auditor. Delegates of the synod are Messrs Boyd, Peele and Winson. The congregation made an unanimous request that Mr. Rowe give his "Guild of Health" lectures at Abbotsford on some week day to be arranged by him. This will link the parishoners with Vancouver, Bradner and Sardis where the guild is gaining strength.

The Ladies Aid of the Presbyterian church gave a farewell party in the Masonic hall on Saturday evening in honor of the Hill family. Invitations were extended to all friends of the family. There was a large gathering, an impromptu programme given. Mr. Robertson was chairman. Those taking part were Mrs. Bellow Mrs. McGowan, Mrs. Whitchelo, Mrs. McInnis, Mrs. John McCallum, Mr. McGowan, the Misses Steede, Mr. J. Kenedy and Evelyn McMenemy. After the programme came the object of the evening, the presentation of a community silver salad spoon and fork to Mrs. Hill from the Ladies' Aid, the address read by the president, Mrs. Hannah Fraser, and presented by the secretary, Mrs. McMenemy. Mrs. Hill made a splendid reply. A handsome cane from the citizens was presented to Mr. Hill by Mr. Peele. Mr. McGowan replied in behalf of Mr. Hill, who was not present. Refreshments were served by the Ladies, all having an enjoyable evening and sang "Auld Lang Syne" and bade Mrs. and Miss Hill farewell Mr. Hill's cane was of Mulaka wood rose colored and light. He started to use it Sunday morning and tis said he apreciated very highly the handsome gift.

The Hill family left Monday evening for their new home. There were a large number of people present.

Miss McMaster and Miss Kennedy have been spending some time in Vancouver.

Miss McGregor, a Home Missionary addresed a meeting in the Presbyterian church on Tuesday evening. The address was an interesting one.

Mrs. Taylor, Snr., is very low and her son and wife have come from Winnipeg.

Some of the men at the A. T. & T. Co. are repairing the bridge across the lake and Mr. Zeigler went for a dip on Thursday. He says the water was "ne".

The Hill-Tout brothers, Lieut. Chas and Willie, are expected home soon. Willie is bringing a bride with him. What is the matter with B. C. girls? (They must be "slow".)

The death of Mrs. Alex. Purvis of the B. C. E. R. Huntingdon, occurred on Saturday morning. Friends had been comforted the night before that he had taken a turn for the better, but a sudden relapse in pneumonia followed influenza ended fatally in the early hours of the morning. Mrs. Purvis was a daughter of Mr. Plaxton of Fot Langley. She leaves a little daughter six months old, her husband and a large circle of friends to mourn her demise.

Mrs. Hart has taken charge of the little Purvis girl for a short time.

The Ladies' Aid was supposed to meet at Mrs. Loney's on Wednesday but owing to her mother (Mrs. Taylor) being sick the ladies met at the home of Mrs. Martin, there being a large gathering. They have the manse clear of debt and the garage paid for and now purpose building a woodshed for the church wood. Who says women can't work?

Mrs. Alanson and Miss Jean have been very sick with the flu.

Mr. Barnes of North Vancouver has purchased Mr. J. Langley's place on the Upper Sumas road, and is now building a new residence.

Opening New Stock

We are opening out a full line of NEW STOCK—BOOTS and SHOES, DRY GOODS, MEN'S and LADIES' WEAR, direct from the Manufacturers.

A BIG ASSORTMENT of NOTIONS direct from importers

Ask us for anything; if we haven't got it, we will procure it for you.

OUR GROCERIES ARE FRESH and PRICES RIGHT.

OUR MOTTO:—Satisfaction or your money back.

The most up-to-the-minute Stock in the Fraser Valley.

COMMENCING February 6 we will close every Thursday afternoon at 1 p. m.

F. J. R. WHITCHELO

Canada Food Board Licence No. 8-19707

THE ABBOTSFORD POST

Published Every Friday

J. A. Bates, Editor and Proprietor

FRIDAY, JANUARY 24, 1919

The re-election of the old council is an endorsement by the electors of their official acts during the past year. It is sometimes well that the results bring this out out in this emphatic manner. The electors appear willing to trust the affairs of the district to the same practical men who saw the municipality through the strenuous times of the past few years

The only objection to the new council is that one part of the municipality is better represented now than the others, however with real good men who have the interests of the whole municipality at heart there is little likelihood of the much represented part having any advantage over the parts not so well represented It seems natural that a man will pull hardest for his own immediate neighborhood, but apparently the people are satisfied that all parts are given equality. Had this not been the case other candidates would have been put forward.

Two of the school board are also representatives on the council which is a guarantee that the wants of the school board will be well looked after Of the two new members of the school board, one has had previous experience and they should both work in well with the older members.

A new organization has been formed in Vancouver, called the Moderation party, with the object of having the present prohibition measure amended so that the sale of beer and light wines may be allowed, but not permitting the return of the bar.

While many people are not in favor of the present prohibition act a great many will view the new move with a certain amount of suspicion, for what does moderation mean? It means different to different people. It is not stated whether the new amendments will be placed before the people or not, but what many people would like is to see the old measure first remodelled then placed before the people to pass upon. There is no reasonable excuse why one person should dictate to another in the matter of the use of liquor any more than in other matters. Viewing matters under the present prohibition act and comparing it with the times before prohibition went to the vote of the people, it is hard to tell which is the worse. There should be some happy medium, but what that happy medium is is the all important question. Under whatever system liquor is sold there will always be a few who abuse the privileges.

That organization which has for its purpose the building of the paved road from Vancouver to Mission City should receive the endorsement of all citizens on the north side of the river; more particularly ast hey also are planning to save all the land on the north side for the white settlers. A paved road, or a surfaced road all the way would mean much to all of us. We could hardly estimate in a casual way just how much it would mean. To the settlers nw already on the land it would mean a better business and social conditions and the bright prospects of having new neighbors at an earlier date. It would mean a more thickly settled community.

The keeping of the land for the white settler would mean soemthing towards that end of a white B. C. As it is at the present time the lands on the north side of the Fraser river is quickly being taken up by a class of people with which the white can never asimilate, and it looks as if in the course of a few years all the good farming land north of the Fraser river would be settled by Japanese. These are good people but not when encroaching on the white man's territory. It is expected if plans go right that there will be between three and four hundred more Japanese on the land in the municipalities of Maple Ridge and Mission before the end of the year 1919 so we are informed. This is a serious state of affairs and the authorities should prevent it if possible. These people are bound to succeed where the white man will not as it is reported that they are being loaned money by the Japanese government at the low rate of 4 per cent while the white man cannot get money at almost any price unless he can give security for perhaps twice its value.

The dominion government is making a move now that perhaps may put an end to foreign settlement in a partially settled district. The move is reserved right to expropriate land for settlement where deemed advisable. R. N. Rowell made brief mention of it a few days ago.

Then we should all boost for that organization which says a good road between here and Vancouver and the land for white settlers. How would it be to ask that society to come to Mission and organize a branch?

There is a tendency in some quarters for the creeping in of pessimism in regard to the immediate future trend of business. It is worth while to spend a few moments considering the position to try to discover the origin of the fear which is the cause of this pessimism; fortunately by no means widespread, but constituting in itself a danger to a continuance of prosperous commercial conditions.

Fear is the foe to be feared in business at a time like the present. It buttons the pocketbook, sits on the strong-box and lets the wheels of commerce slow down, while it figures out which way the cat is going to jump.

Gloomy pessimists suffering from this fear say the demand for goods will diminish rapidly, prices will fall rapidly, and there will be a consequent slump in business. These men by spreading such gospel, are proceeding to create the very conditions which they dread and deplore.

So far as our special interests in British Columbia are concerned, in view of the nature of the products of our industries, there appears to be even less room for fear and pessimism than there might be in other centres. Our production of foodstuffs is eagerly sought and will continue so for the reason that there is a world shortage of transportable foods. Increased shipping will mean increased foreign trade demand for many of our products, including lumber, although there will be some slackening immediately ahead of us, as is indeed usual in the winter season. Activity in the lumber trade in the spring is, however, highly probable and is looked forward to by the best authorities in the business.

Our shipbuilding industry has orders in hand which will keep it fully ocupied for the present. The increased shipping in our ports will itself create additional employment and will be the means of distributing large sums of money to our merchants and others depending on the ships.

Our mining industry, producing as it does coal, copper, zinc, lead, gold, is in better shape today than at any time in its history. The large returns secured by copper mining, owing to high war prices, have enabled the producing companies to make substantial improvements in their methods of production and a great deal of valuable development work has been done throughout the province, which will bring into the producing list a number of important mines in the coming season. Temporarily, the fall in metal prices may disorganize production, but the demand will readjust this phase.

Taking a general view, it does not appear at all likely that so far as British Columbia is concerned, we are faced by the probability of lack of employment on a large scale within the next few months, provided the government and public authorities put into effect the promised program of public works.

During the war business has been learning to take care of itself better than it knew how previously. Economics and distribution have been brought about owing to scarcity of materials and labor. The business man who has not profited by the experiences of the last three years must indeed be a poor executive.

Everywhere a broader spirit and a larger outlook is developing both as to methods and aims. The stupendousness of the war has not been lost on business.

By the broad term "business" is meant not only manufacturing and distibuting but also transportation.

The world will never be content to move back to old conditions. Within the next few years we may expect to see such growth at home and abroad as will dwarf the experiences of the last two or three decades and will develop more contented and better spirit among all classes of the community.

Surely such a hopeful spirit, with "business as usual" as its slogan, is more in keeping with the times than the fear of the pessimist who would have it that everything is going to perdition. While keeping a weather eye on the business horizon the man at the wheel ought not to let nervousness jolt him out of an even course.

The greatest foes at this time to be avoided are Wastefulness, Complacency and Dissipation of effort. The greatest needs at this time are Thrift, Energy and Co-operation.—Industrial Progress.

Vancouver is always ambitious. It is always trying to imitate some larger city. Just now great minds in Paris and Vancouver are busy considering two matters for happiness of the people—one the prevention of future thirst and the other the prevention of future war. Both jobs look like the solving of big problems. The men in both cities have their hands full.

New Westminster

The Board of Trade is of unanimous opinion that some regulations tending to reduce the danger from glaring headlights are required but it also seemed to be the opinion that the Automobile Association is the organization to frame definite suggestions in the matter, and a communication on the subject from the Vancouver Auto club was referred to the local association.

N. W. Matheson, collector of customs and Mrs. Matheson died a few days ago, leaving an orphaned girl.

MARTIN MONK OF WESTMINTER CROSSES THE GREAT DIVIDE

Martin Monk, one of the outstanding figures in the fishing industry of the Fraser River, died in St. Paul's hospital, Vancouver, a few days ago. The news of his death came as a great shock to the community, because although it was known that he was in the hospital, it was not known except to his near friends that his life was in danger. He went into the hospital two months ago to undergo an operation to one of his toes. A second operation became necessary, and this was followed by inflammation which eventually affected his heart. He became seriously ill on Tuesday of last week but rallied some what. After a relapse he sank rapidly until he died. He was 57 years of age and came to British Columbia from England in 1899.

PORT COQUITLAM

Mayor Arthur Mars and Mrs. Mars are rejoicing in the birth of a daughter. This gallant son of Mars now faces the care of a family and a city nothing daunted.—Columbian.

NEAR ELECTION RETURNS

Delta—Reeve—A. D. Paterson.

Councillors—J. A. Williamson, S. Huff, S. G. Green, Samuel Morley, J. Guichon and R. A. Coleman.

Maple Ridge—Reeve—W. A. Ansell.

Councillors—E. Adair, W. Best, J. Lilly, C. L. Ewing, and J. M. Dale.

Pitt Meadows—Reeve—John Blaney.

Councillors— R. H. Sharpe, A. A. Sutton, F. V. Harris, W. Richards, W R. McThyn.

Chilliwack Municipality—Reeve—J. A. Evans.

Councillors—W. A. Wells, Robert Mercer, John McCutcheon, A. Miller A. G. McLeod.

Trustees—C. Kerr and J. A. Evans

Kent—John McRae—Reeve.

Councillors—Acton Kilby, R. J. Wilson, Duncan McRae, Clarence McDonald, John Wilson.

Surrey—Reeve—T. J. Sullivan.

Councillors—W. Balkwill, J. W. Wies, John Keery.

Langley—Reeve—C. W. Poppy.

Councillors—J. H. Mufford, W. T. Slatterthwaite, John R. Brydon.

Sumas—Reeve—Fred Fooks.

Councillors—Thomas B. DeLair, E. E. Austin, J. L. Atkinson, D. A. Lamson.

School Trustees—G. B. McPhail and W. Porter.

Matsqui—Reeve—Alex. McCallum.

Councillors—J. T. Alsh, H. F. Phinnye, P. MacKay and J. Melander.

Coquitlam District—Reeve—L. E. Marmont.

Councillors—W. Routley, Wallace Whiting, Robt. Morrison, F. W. Collin, W. H. Neelands.

FLYING CRAFT TO CROSS OCTAN

New York, Jan 20.—Sir Charles C. Allen, yachtsman, head of the Goshort Aircraft Company, who arrived here Sunday from England, said that had the British government allowed the use of an aircraft engine that had been developed, the Atlantic would have been crossed by airship at least four times by this time.

"It is logical that a flying boat must be the craft to make the trans-Atlantic trip," said Sir Charles. "We are building the largest flying boat in the world, which can make the trip and return at an economical speed of 75 miles an hour if necessary. It would be a sportsman's game to cross by airplane at high speed; but it is the boat that will be selected to make the voyage an undoubted success."

CIGARS MADE IN CANADA

The total number of cigars manufactured in Canada in 1917 was 237,647,769 and in 1918, 253,824,968, according to statistics of the inland revenus of the Dominion for the fiscal year, recently published.

Telephone Partnership

The making of even the most ordinary telephone call involves a partnership of at least three persons.

The effectiveness of the service depends on the degree of teamplay existing between these three partners —the person calling, who co-operates by consulting the directory and calling by number always; the operator by making the connection quickly, courteously and with the maximum degree of human accuracy; and the person called, by answering promptly

The greatest satisfaction of service is sustained when the second partner the operator, is accorded the same consideration and courtesy which she is always anxious to show the other two members of the partnership.

BRITISH COLUMBIA TELEPHONE Co. Limited

Oxy-Acetylene Welding

Our up-to-date Machine Shop and Welding Plant gives us the advantage of making difficult repairs on the premises, saving you the expense and delay by sending to town. We weld metals of all kinds. Bring your broken machinery to us, we will save you money.

Our stock of Ford parts and accessories is large. We also sell Chrevolet and Gray Dort gaskets, Fan Belts, etc.

When your car goes wrong. Don't walk. Ring up Mission Garage.

FREE AIR AT ALL TIMES

MISSION GARAGE

Windebank Blk., Mision City

CHEAPER ADVERTISING

On the claim that it is "Cheaper Advertising" than newspaper advertising, a good many unnecessary advertising schemes are sold to business men.

The plans for buying are usually made in the home at the warm fireside, not when the family is on an amusement jaunt.

Supplementary advertising includes all advertising outside of newspaper advertising.

LINE OF CO-OPERATIVE STORES

Toronto, Jan 20.—The first of a series of co-operative stores to be launched by Grand Army of Canada in an endeavor to assist the authorities to solve the returned soldier problem, is to be opened here soon. The project is to establish a chain of stores throughout the Dominion from coast to coast.

The deadly enemy of Bolshevikism is plenty of food.

J. H. JONES

Funeral Director

AGENT FOR HEADSTONES

Phone Connection. Mission City

FROM THE FRONT

(Continued from Page One)

a large four story university building I spent most of the evening around town. We left at 10 a. m. and arrived at 2 p.m. at Odendroc where we were billeted for the night. We spent all the next day here and left at 8 a.m. and arrived at 3:30 p.m. at the large city of Bonn, where we were billeted in the large artillery barracks for three days. Each man had a separate bed, and it had all the modern conveniences, including a wet beer canteen. We left at 9 a.m and marched through the principal streets of Bonn, crossed the bridge over the Rhine and arrived at noon at the city of Obercassel, where we are billeted in a large school. We expect to be here a couple of months anyway. It is quite a city. It has large manufacturing plants, and I like it fine. I guess this ends our triumphant march. We use the German money here. That is the only money they used in Belgium. During all this long march we used to march 50 minutes and rest 10 minutes out of the hour. As we had our field kitchens with us we used to stop an hour at noon, have a cold lunch with hot tea and have a big hot dinner at night when we got in. During these days that we would lay off for a rest up in a town, we would clean all the brass on our equipment, and the Belgian people used to remark how clean everything was, even our transports, cook wagons and machine gun timbers and said it was hard to believe we were fighting men. We are not alone in the march, the whole brigade was together, which consisted of the engineers' corps, the 27th, 28th, 29th and 31st battalions. After a day's march we used to have a foot wash and bathe our feet which was inspected after by the company officer I believe the march has done me good although I got a little thinner on it.

The German people around the places we have been, all seem to be sociable enough, but we do not fraternize with them at all. We go into their bars and drink their good big beers. There is one thing I noticed when we crossed over into Germany that their time is an hour ahead of ours. Every time we went into a Belgian city, you could easily tell the Canadians were there because half an hour afterwards all the women and girls were wearing Canadian Maple Leaf badges and our "Canada" shoulder badges and you couldn't very well refuse to give them to them after the royal way they treated us all. Our bagpipe band dressed in their kilts were a great attraction. The women and kids could not make them out and would follow us for miles behind the pipes.

I had a letter yesterday from Hubert Sweney. He is cooking in one of the forestry battalions at Smith's Lawn, Summeringale, Burks, England He says they are all getting ready to be shipped home.

I received a Christmas box from the Mission City Red Cross Society which I shared up with the other seven of my comrades in the machine gun section of our company to which I belong. It would surprise you the number of Christmas parcels that came into the battation every day,—a whole motor lorry load. Young Appleby has been made a sergeant. I often get Phil Catherwood's Record to read whenever I see him as he is attached to another company in another section of the town. On the 16th of November was the first time we were allowed to mention the places where we have been and where we are.

Our triumphant march through Belgium into Germany to the Rhine River is now ended and we are now an army of occupation, or in other words, back to peace time soldiering, which consists of a couple of hours drill every morning and then you are through for the day, unless it is your turn to go on a twenty-four hour home guard duty, which consists of two hours on guard and six hours off till the twenty-four hours are up. The battalion is at the small town of Obercassel, which is on the other side of the River Rhine. It is five kilometres up the river above Bonn. It is a good hour and a half walk from Bonn, but wat's the use of walking when you can take the street car. You take one of the small city cars from Bonn across the Rhine bridge to the small town of Buell which is at the other end of the bridge. Here you catch the interurban car, which is four large electric cars coupled together, similar to our own Canadian cars on the Chilliwack run, only that they are finished off better in the inside like the American Pullman cars. It is the fourth station, about ten minutes run. We do not pay any fares on the interurban or city cars. Obercassel has quite a few large manufacturing plants and factories. Last Sunday the whole battalion had Divine service in the large Protestant church which had a fine large sweetly tuned pipe organ. The services were conducted by our own chaplain. This is the first time that the battalion has had service in a church since they have been on this side of the English Channel. On Monday I spent over at Bonn which is some city. It has over 100,000 of a population. The city is a large university town, as there are several of them here. It also has a lot of fine residences and homes and taking it all around it is a pretty place, and quite a number of the business people all speak English and French. There are lots of amusements here. There are quite a number of cabarets and ratskillers with fifteen-piece orchestras, where you can go and have a meal or sit down and have large pints of beer. There are two kinds of beer here. There is a dark colored sweet beer, which looks like our Canadian Bock beer, and there is a pale light beer which is bitter and resembles Cascade beer. You can also have wine served to you. There are also quite a large number of theatres here. One of them that plays English and American plays in English and the others play German plays in German. There are also numerous moving picture shows here, although the reading on the photoplays are in German. So you have to follow the pictures and draw your own conclusions of them. I am no longer with the battalion. On Tuesday morning I was one of a hundred that were picked out of the battalion to go to Bonn to be attached to the Prevost Marshalls branch of the army which police the different cities where the army is stationed. We are doing military police duty strolling up and down the main business streets of the city of Bonn. We do not wear our equipment or carry our rifle. All we wear is belt and side arms. We are on every other day from 4:30 p.m. till 10.30 p. m. We are billetted in a large college building in the middle of the city. The large room I am in, there are 19 of us. The room has four large French windows in it inlaid in white and brown polished tile, each man has a single bed, spring and mattress white sheets, pillow and blankets. The room is steamheated by large steam radiators and has electric lights. Upstairs there is a large reading and writing room set aside for us. So you see we are now living in solid comfort, compared with what we had a few months ago, sleeping in funk holes in No Man's Land with whizz bangs and nine point two's dropping all around you. We also have to do a twnty-four hour guard in front of the college building when your turn comes around. As we are now in a different country we have new money to deal with, although we were used to it before we got here. as German money was the only money that was in circulation in Belgium. They have a coin made of nickel, the size of our Canadian five-cent piece called five pfennig. It is pronounced five fenning. Then there is another nickel coin the size of our Canadian twenty five cent piece called 10 fenning. It takes 10 of these ten fenning pieces to make a mark. A mark is worth 16 cents of Canadian money. Now the paper money—there is a 25 fenning bill, a 50 fenning bill, a 1 mark bill, a 2 mark bill, a 5 mark bill, a 10 mark bill, a 20 mark bill, a 50 mark bill and a 100 mark bill. A Canadian dollar bill is worth 8 marks When we got paid the other day we got 50 marks.

On Friday morning we had a bath down at the Victoria Baths, where we certainly enjoyed the bath. It was in a large building where they had 30 shower baths with hot and cold water. It was all lined with white polished tile. Then there was the large swimming pool which was lined with pale blue polished tile with marble steps leading down into it. It was 500 feet long and a hundred and fifty feet wide. It ran from three feet deep up to twenty-five feet deep. The water was luke-warm salt water. The pool had brass rods round the sides to hang on to, also two springing boards to dive off of, all around the pool there was dressing rooms all panelled off in mahogany polished panels. We were over an hour and a half in the water. It reminded me of the Santa Fe baths I was in when I was down in San Diego, California.

All the large clocks on the tall buildings here all strike on the quarter hour, twice on the half hour, three times on the three quarter hour and four times on the full hour besides striking the hour that it is. At night when things are quiet you can hear the clocks all over the city.

I was sorry to leave France and Belgium as I was just beginning to learn the French language. I could speak enough to get by with. The only way I will ever be able to talk German will be to drink a couple of bottles of their Scnapps Gin and a hot potato in my mouth. The people here all seem to be well enough fixed as I see them every day down town buying Christmas trees and large evergreen wreaths.

Remember me to all, "DUD".

Charlie Cade in writing home to his mother from Germany says that he had been unable to answer letters as they were on the move with but very little time to do anything, and even if he had written there was no way for the letter to go back from us as it has been a job to get things up here without taking anything back.

The weather has been very miserable and wet for marching with the exception of today and today we are not moving as we are as far as we are going unless it be four or five miles more.

At present we are about ten miles south of Cologne on "Colin" as the Germans spell it. We crossed the Rhine the day before yesterday (letwas written on 15th) and I expect we will stay around her for some little time unless they start on with the war again which is not impossible, but highly improbable, as I do not think Germany can put up another scrap of any sort now that would do any harm.

At present we are camped in a German peace-time barracks and it is a well fixed up place with everything quite handy and comfortable. This afternon we were out and had a bath in a big civilian bath house—a lovely bath I must say.

The majority of the people here so far have treated us fairly good to what I had expected but, I suppose it is because they dare not do different If they did they would only run their nose into snare as no one takes any chances with them at any time. It is a new thing for us when out of the line to always go around armed to the teeth, but it is done here and no questions asked why either. It is a wonder that some of our fellows have not done some of them at different times for the way they act sometimes would seem to ask for a scrap.

I am expecting to be here until February at least. It is pretty rotten being among people whom one cannot understand to speak to like we could with the Belgians and the French people.

At present I am about 18 miles east of Cologne or Koln as the people of this country spell it, but the pronunciation is practically the same.

I received a parcel from the Mission Red Cross Society besides one Mt. Brydges, Ont.,

This leaves me well; remember me to all. CHARLIE.

Roy Solloway, writing home, says I am in the pink of health, and hope to be home before long. I am now at Cologne, Germany, and it is a very fine place. We are stationed in a big schol and this letter is written on some paper I found here. It will be a great day when I come home.

After Four Years of War

The Railway Situation as Viewed by President E. W. Beatty of the C.P.R.

"FOUR years of active participation in the war and intimate association with the problems which the emergency produced must, I think, have had such a pronounced effect on the thought and spirit of the Canadian people, as will enable them to grasp and overcome the after-the-war problems with confidence and ease.

"No record of Canada's share in the war—military, commercial, fiscal or economic, but adds to our pride in Canadians and Canadian institutions and stimulates confidence in our future. The problems ahead of us are indeed serious, but so was the war. Sane optimism as to our future is justified.

"From a transportation standpoint the Canadian people have, I think, every reason to be satisfied. The efforts of the companies, both on land and sea during the period of the war, have been eminently successful, especially from the public point of view. In spite of weather conditions unprecedently severe, at no time was there an approach to a physical breakdown. At no time was any disposition shown by any company to refuse assistance to any other company temporarily and locally embarrassed as to equipment or facilities. At first by the companies themselves and later under the aegis of the Canadian Railwar War Board a continuous effort was maintained. The efforts of the railways were co-ordinated in such a way as to accomplish the maximum result and still not destroy or even injure the legitimate business of any one company. The results were highly satisfactory and reflect great credit, not only on the directors of the companies and the War Board, but also on the officers and men of the companies, whose loyalty, self-sacrifice and efficiency made Canada's great transportation record possible.

"While periodic attempts are made to compel an immediate decision as to the permanent solution of the so-called railway problem—though so far as efficiency and rates are concerned, there is no problem that I can see—it must be admitted that next to the war itself no question so important in its effect upon the earning power and prosperity of Canadians, as this question of further Government ownership of railways, has ever faced us. It is too important to be decided merely upon the view of extremists on either side. It can only be properly determined by careful consideration on the part of the people after having obtained some knowledge of the principles underlying efficient railroad service, the facts as to the present efficiency of the roads, and the probable—not fanciful effect which any serious change of policy must have upon that service and facts.

"Many mistakes have been made in the past, due to the ambitions of men or the ill-considered action of Governments. No good purpose, so far as I can see, is served by dwelling on these mistakes now. They were sanctioned at the time by a majority of the people of Canada. They can now serve only as a warning against other popular mistakes of even greater magnitude. An error in the shaping of our railroad policy now—a policy which would be difficult to reverse—would carry with it consequences much more disastrous to the country than those of our previous railway miscalculations, for the reason that the systems involved are so much larger. It should be remembered too that mistakes in railway policies have been made in other countries besides Canada, and that the opportunity to observe the efforts, for example, of the United States, in attempting to correct their errors, is invaluable to us, the more so since this particular example of the United States comes nearer to paralleling Canadian conditions—though the parallel is far from perfect—than any other that could possibly be chosen.

"The desire of everyone is that Canada should have to-day a railway system or systems so administered that the best service to the public will be obtained at the lowest rates consistent with fair wages, both for labor and capital. I say fair wages, because without them efficiency, loyalty and enterprise cannot be obtained, and without these things the quality of work which ensures efficient operation and low rates, cannot be secured. The question therefore is: Will Government ownership bring about this result? The question sounds simple but is in reality complex. Theoretically much may be said in favor of Government ownership. Will those theories stand the test of practice? If these theories prove a failure initially, but correct themselves, as their exponents may urge, in course of time—how long a time can Canadian people afford to pay the losses on demoralized railroad service? Do they wish to launch out on the experiment now? Or wait until their near neighbors, the United States, have worked out their experiment a little more satisfactorily? The cost of our experiment could not fail to be great, a cost certain to be collected directly or indirectly from the pockets of the Canadian people. Railway men have an admirable slogan which I feel inclined to commend to the attention of the people of Canada at this moment, namely, "Stop, look and listen."

"I have my own view on public ownership of railways, but they are not unalterable. I am undoubtedly prejudiced by an association with one company. The company has slowly developed to a point of efficiency and successful operation. Looking back over that history one is amazed at the importance of the part played by men whose enterprise, resourcefulness and tenacity of purpose could not, I think, have been stimulated and given rein in any civil service. It has taken more than thirty odd years to make the C. P. R. as efficient as it is to-day. It was not easy. Even when accomplished this degree of efficiency can be quickly lost. The consciousness that it is so easily shattered is largely responsible for the constant and intense ambition on the part of officers and men to maintain and even improve on the tradition.

"This much may, it seems to me, be said with confidence now, namely, that we do not know enough that is encouraging about Government operation of large railway systems to justify any further excursions into that field at this time. To argue from the experience of old countries where civil service obtains a much better share of the ambitious young men than in Canada, or to argue from the alleged success of comparatively local affairs, or Government organizations dominated by exceptional personalities, is unfair—not to the railways but to the country which has so much at stake in this issue. We can well afford to wait, to study dispassionately our own situation and the experiment of the United States before committing our country to serious changes in policy. The solution finally adopted in the United States will be of inestimable value to Canada. Meantime, too, the experience which Canada will now have of the present newly organized Government system will demonstrate many things. It will indicate very largely the general nature of the results we may hope to secure from an extension of the system.

"When we know more about Government operation in Canada and in the United States we may modify or entirely alter the present arrangements. We shall be justified then in reconsidering our permanent policies. But to do so without the advantage of this information—information available in due time—in fact, without the knowledge essential to the determination of the problem would be to my mind, the height of folly.

"Even though a Government co-ordination of Canadian railways rather than the present voluntary co-ordination through the Canadian Railway War Board should show an immediate saving to the people of Canada—and the experience of Government co-ordination of United States railways holds out little hope for any such saving—the sum involved would be a drop in the bucket compared to the larger ultimate losses which in the event of the failure of such policy must inevitably result, and which could not be corrected. If I may be permitted to parody the old proverb, I should say "Nationalize in haste, repent at leisure."

—From the Montreal "Gazette."

SOUR, ACID STOMACHS, GASES OR INDIGESTION

"Pape's Diapepsin" neutralizes excessive acid in stomach, relieving dyspepsia, heartburn and distress at once.

Time it! In five minutes all stomach distress, due to acidity, will go. No indigestion, heartburn, sourness or belching of gas or eructations of undigested food, no dizziness, bloating, foul breath or headache.

Pape's Diapepsin is noted for its speed in regulating upset stomachs. It is the surest, quickest stomach sweetener in the whole world, and besides it is harmless. Put an end to stomach distress at once by getting a large fifty-cent case of Pape's Diapepsin from any drug store. You realize in five minutes how needless it is to suffer from indigestion, dyspepsia or any stomach disorder caused by fermentation due to excessive acids in stomach.

SIMPLIFYING THE SEARCH FOR

'SOMEBODY'

THE MERCHANT knows that every article in his store is a bargain for SOMEBODY—for somebody who lives in his store-territory.

The real estate operator and agent know that every piece of property on their lists is a "bargain" for SOMEONE—for someone who lives here, or hereabouts or comes from the prairies.

The landlord knows that his tenantless store or office, or house, or apartment is exactly what SOMEBODY is looking for—somebody who MAY live actually in the neighborhood.

The householder, with a furnished room to rent, knows that to SOMEONE in town it would appeal as the prettiest "one-room home" possible to find.

The owner of a "used but useful" article of value, no longer personally needed, knows that, to SOMEBODY in town the chance to buy it at a reasonable cash price would be welcome.

For all of these people, advertising in this newspaper affords the only practical way to find their especial "somebodies"—to go into the crowd and pick out, unerringly, the "right people." :: ::

SUMNER'S

SPECIALS FOR THIS WEEK

New Zealand Butter Butter, finest butter in the world 60¢
Large New Laid Eggs lb. 70¢
Lard Compound, 3 lbs. nett weight $1.00
Mild Cured Bacon by the piece or sliced, lb. 55¢
Delicious Cooked Ham, per lb. 60¢
Beef, Pork, Veal, Bacon, Sausage, FISH, Fresh, Salt or Smoked.

MY NEW PREMISES WILL BE OPEN ON MONDAY 27th

License No. 9-12323

Your Money is Safe in

War-Savings Stamps

Buy now for $4.00
Sell 1st day of 1924
for $5.00

Government Security

Your W-S.S. can be registered to secure you against loss by theft, fire or otherwise.

Thrift Stamps cost 25 cents each. Sixteen on a Thrift Card are exchangeable for one War-Savings Stamp.

SOLD WHERE YOU W.S.S. SEE THIS SIGN

18

CUMULATIVE ADVERTISING

The one sure way to allow business to float away from your town, Mr. Merchant, and drift into other channels, is to put your money onto the tail of the idea that the way to do business is to discontinue advertising in order to curtail the overhead cost of doing business. If all merchants in a small town would do likewise for a period of six months, you could nail up the windows and pass out.

Advertising is a cumulative proposition. When all merchants advertise, even if they take but a small space in the home paper, the effect of all doing it has a much greater drawing power than if only one merchant advertised though he used greater space than all combined. All merchants do not recognize this. They are content to live on the enterprise of their fellow merchants who advertise in order to keep the business that holds hte community together. It retards the growth of the community and creates a leak in business that loses money for all.

LOGANBERRIES

The Loganberry was first found as a seedling growing in Judge J. H. Logan's garden in Santa Cruz, Cal., in the eighties. It was first introduced into north-west about fifteen years ago, where it has found its ideal home.

The ideal climatic and soil conditions prevailing throughout a coast strip approximating 100 miles in width and extending through Oregon Washington and British Columbia favour the culture of this wonderful berry. In no district on the continent east of the Cascade Mountains has the logan been found to produce a commercial crop.

All deep welldrained soils, well supplied with plenty of vegetable matter or humus and capable of holding moisture throughout the summer are ideal for the berry. Other types of oil, however, both heavy and light, will do when the berries are well cared for.

Few of the brambles love fertilizer as the logan. Stable manure scattered thickly over the ground, plowed in deeply and well disked makes an ideal plant bed.

Loganberries are propagated by tipping; i. e., covering the tips of the current year's growth with earth in late summer. Sometimes the vines of the current year's growth are buried and roots grow from each bud under the ground. However, these plants are weak, and the difference in the cost of plants may mean the difference of a year's crop. In buying plants insist on one-or two-year-old tip plants. Buy the two year old plants if you want fruit quickly.

For commercial planting the square system is the most common, with the plants set 8 feet each way. The rows should run north and south 8 fet apart. Plough a deep furrow down each row. Handle the plants carefully, so as not to injure the crown or roots; plant them 8 feet apart in the row. As the season advances gradually work the sides of the furrow into the plants, thus throwing the roots deep.

The field should be kept clean and well tilled. In the fall after growth has stopped, plough to the plants, leaving dead furrow in the centre for drainage. In the spring plough the soil back to the centre and disk with one horse disk. Every ten days through the bearing season the plantation should be well cultivated, keeping a loose 3 or 4-inch mulch. The one-horse orchard disk and a one-horse spring tooth harrow are the two necessary implements.

A well-cultivated intercrop, such as potatoes, cabbage, cucumber, squash or roots may be used for the first two seasons after planting if the ground is rich in plant-food. From the third season on, the vines should be kept clean and independent.

The first fall after planting cut all but one or two vines off. Set posts in rows north and south 32 feet apart. Posts should be 7 feet long and set 2 feet in the ground. On these posts string tightly three No. 12 wires, 3, 4, and 5 feet respectively from the ground.

At the end of the second season as soon as all the berries are picked the old vines which bore fruit should be cut out and burned to prevent spreading of disease. The current year growth of vines which were trained along the ground with the row under the vines are left on the ground for the winter to prevent winter killing. These new canes are the fruit-wood for next year.

In the spring of the third year the canes are thinned to eight or nine to each plant and cut to 8 or 10 feet in length. Four of these should be interwoven up and down between the three wires away from one side of one plant, and the other four likewise on the opposite side of the plant.

For commercial shipping the patch should be picked clean every two days. A bonus for clean picking should be paid the pickers. The advantage of the bonus is that the over ripe berries are kept at a minimum. Itt is also advisable for commercial shipping to pay pickers 5 cents per crate more to keep deep-red and the bright-pink berries separated since the overripe berries are sold locally at a sacrifice.

The big advantage with the logan berry is the various outlets for its product. In the logan berry sections of Oregon one finds one company drying the fruit, another making juice to be used as a beverage and still another using the berry extensively for jams; while every community is organized to get the top market price for all shipping berries.

Logan berry plantations in Oregon and Washington average from 5,000 to 9,000 lbs. per acre. Selling for fresh consumption they return the grower from 10 to 18 cents per lb.; for by-product uses, from 5 to 10 cents; leaving the grower net above all expenses from $200 to $600 per acre. Why not 1,000 acres in the Fraser Valley, where conditions for the culture equal and perhaps excel any district on the Pacific coast.—The Agricultural Journal.

Use Lee's Groceries

A HEALTHFUL STANDARD OF LIVING

The first requisites with us are quality, purity, freshness. We cater to those who insist on a healthful standard of living. The best fed people are the happiest and most robust. No trouble for you to be among the number.

Use LEE'S FRESH GROCERIES.

CANADA FOOD BOARD

License No. 8-28538 License No. 5-1038

ALBERT LEE, Grocer and Baker

See me now about that Insurance

FIRE :-: LIFE

Etc., Etc.

I have a large and splendid supply of Raspberry Canes for sale at low prices. Finest quality.

A. McCallum
Abbotsford

Alexandria Hotel

Farmers' and Travelers trade solicited.
Newly Furnished
Thoroughly Modern

M. MURPHY, PROPRIETOR
HUNTINGDON, B. C.

ABBOTSFORD DISTRICT BOARD OF TRADE

President, Hope Alan on Secretary, N. Hill
of Abbots rd, B C.

Meeting Held First Monday of Each Month

Write the secretary regarding manufacturing sites with unexcelled shipping facilities and cheap power or information regarding the farm and fruit lands of the district, and industries already established.

BUTTER WRAPPERS

Now is the time to get your supply of Butter Wrappers for summer months.

Get them at BATES' PRINTING OFFICE.