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The Abbotsford Post

With which is incorporated "The Huntingdon Star"

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PHONES: B. C.—36 Farmers' — - Residence 193M

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OVERLAND AGENCY AND SERVICE STATION

ROAD BEING BUILT BECAUSE HE LOVED DEWDNEY SO.

Hastings Highway Needed as Artery For Vancouver—Will be Sister Thoroughfare to Pacific Highway and Open up Rich Country Along North Side of Fraser—To Provide Beautiful Panoramic View of Valley.

Hastings Highway—a hard surface motor highway connecting Vancouver with Mission and other points inland on the north bank of the Fraser River. That's the way the guide books of the future may describe a provincial trunk road now under construction which when completed, will be a blessing to the farmers of the sunny side of the Fraser and a boon to all motorists.

Hastings Highway is in reality an extension into the Fraser Valley of Hastings street, Vancouver, says the Vancouver World, the organ of Premier Oliver.

It is the new name for a half dozen lengths of highway which under the constructive hands of th eengineers of the public works department are being welded into one hard-surfaced asphaltic whole.

One section which will be merged into Hastings Highway is the Port Moody-Barnet Road of other days a road made by the pioneers and left by them to be a terror and abomination to all wheeled traffic, horse and motor alike. It was originally a corduroy road and when the logs went down out of sight in the mud the road was planked. The worst part of the Port Moody-Barnet road passes through Burnaby, along the shore of Burrard Inlet, and ecause Burnaby had little use for the road, that municipality refused to keep it up and cast it cut to be a charge upon the government.

When Barnet is passed Hastings Highway will link up with several miles of the most excellent hard surfaced ribbon to be found anywhere upon the coast. This is the pride of the city of Port Moody, an industrial centre which will rejoice to learn of the government's plans with regards to Hastings Highway.

From the head of the Inlet to Port Coquitlam is but three or four miles This portion of the highway is at present in fairly good condition, being a well drained gravel road. But it is the plan of the public works department to widen and rebuild this portion, bringing it up to the high standard of construction which will be followed throughout the length of the highway.

Hastings Highway will continue along the bank of the Fraser, touching Hammond, Port Haney and other centres on the north shore. It will open into the old Dewdney Trunk road and will follow the route of this pioneer trail on to Stave River, where government plans call for the expenditure of some $25,000 on a bridge over the Stave. The building of this bridge will mean that some miles will be cut off the old trail with a consequent saving to the travelling public. The highway will be continued further inland to connect with the trans-Canada motor route, which will likely be opened following the construction which the provincial and Dominion governments will carry on during 1920.

Completion of the Hastings Highway will mean much to Vancouver. It will furnish a short cut to Vancouver from the farms and gardens of the entire north bank of the Fraser which, in time, should aid much in reducing living costs. Most of the people on the land in the Fraser Valley own cars and trucks and the new provincial highway will be of most benefit to the producers. It will open a swift and safe route for the milk trucks.

Opening of the Hastings Highway will add materially to the value of farm lands in the valley. During recent years many Vancouver business men took advantage of reduced values of agricultural lands and bought small areas here and there looking out upon the Fraser. Just now these "farmers" difficulty in reaching their country homes, being forced to motor round by New Westminster. But with the opening of Hastings Highway they are given a short, level road which will be much to their advantage.

Engineers at the department of public works say that the opening of the new highway was necessary in order to relieve congestion of motor traffic on Kingsway. The Hastings route will draw many motorists by way of the Clarke road from New Westminster and will likely draw heavily from Mission of traffic which formerly centred on the Pacific Highway which found out'et on Kingsway.

Visiting motorists will find the Hastings Highway a thoroughfare of wonderful beauty. Visitors from the United States have heretofore been forced to travel by New Westminster and Kingsway. By that route very little of the beauties of Vancouver proper were enjoyed and the visitor was given little opportunity of receiving by way of a first impression some idea of the industrial and commercial posibilities of the city. The American tourist who crosses the Fraser at Mission—or who comes upon the Hastings Highway from Westminster—after travelling for several hours through an agricultural fairyland, will find suddenly upon reaching Port Moody, that the broad expanse of Burrard Inlet is exposed to his view. And from the head of the Inlet to Granville street there will be unrolled before his eyes a moving picture which will amaze and delight the traveller.

The new Hastings Highway will be a sister trunk highway to the Pacific Highway which strikes out towards Blaine. It may not be completed this year, but substantial sums of money are being set aside for it in the 1920 estimates, and the government engineers have all the plans in hand to rush the work with the opening up of spring. The highway was badly needed and intime would have been built by any government which might be in power. But it might as well be known that the Premier "Honest" John Oliver has made the building of this trunk road rather a matter of personal pride because he represents Dewdney in the provincial legislature and the Hastings Highway will traverse the entire length of the Dewdney district. And as "Honest" John is reported to have said recently at a meeting at Mission, "It is up to us farmers to pull together."

THE SIGNS ARE GOOD

A most enthusiastic meeting was held by the Agricultural Association this week with a good attendrance.

The officers for the coming year were elected, and if the same interest and enthusiasm is taken from now on until fair day the Abbotsford Sumas Agricultural fall fair will be the very best yet. Keep a good thing moving.

ccident at Kilgarde.

Mrs. Arthur Ward spent the week end with her husband at Mrs. Ryall's Mr. Ward is the electrician at Kilgarde.

MAKE IT A SUCCESS

Abbotsford Requires A Real Live Board of Trade in Order to Keep The Town on the Map.

The next meeting of the Abbotsford Board of Trade will be held on Monday, February 2nd in the G. W. V. A. rooms, when an election of officers for the coming year will take place.

The last meeting of the Board of Trade was an exceptionally enthusiastic one and the attendance was good.

During the war the Board like almost all institutions lay dormant but now each town will have to fight its own battles for a place in the Fraser Valley, and in order to do this where no other organization is, the Board of Trade seems the only institution to look after the interests of a town like Abbotsford.

The Post is always willing to make public the minutes of the Board of Trade or any other meeting and publicity counts a lot these days.

There are a number of things that are now taking place that the opinion of the Abbotsford Board of Trade might help in boosting along and incidentally help Abbotsford. One of these is the helping to divert the tourist traffic by way of Abbotsford to the coast and incidentally getting a good road to New Westminster.

Here is the situation as it looks to the Post. Nearly 9000 cars passed through Blaine last season with about 35,000 people in these cars. The traffic to Canada will increase each year, and now that the road between Bellingham and Sumas City is in the best of shape, or soon will be, Sumas will be endeavoring to divert some of the tourist traffic through their little town, either coming to Canada or going back to the United States. Abbotsford could assist in this probably

Then there is the bridge across the Fraser River to connect the south and the north sides of the river, with a hard surfaced road from Mission to Vancouver—the Hastings Highway. The new ferry is to be on by the 1st of March and should the traffic demand it the ferry service will be increased until such time as the bridge is built. Abbotsford can help in bringing pressure to bear on the proper authorities with a view to having this bridge built; and the Mission-Matsqui people have decided that no stone will be left unturned until this bridge is built. Already very strong pressure from many sources is having its effect. The bridge will help Abbotsford. Just think of three or four thousand or more tourists cars going through Abbotsford each year either on their way back fro ma trip to the upper country or on their way for the tour—the finest in America. The road via Sumas and Abbotsford up the Fraser canyon is the logical route for one way—either coming or going. People want to take a different road each time if possible. It is worth while boosting.

There are other local matters that the Board of Trade could help out but they are too numerous to mention and everyone in Abbotsford appreciates what has already been done. One requirement is a long pull and a strong pull and a pull all together.

Mrs. MacGuire of Brandon is the guest of Mr. and Mrs. F. J. R. Whitchelo.

Alvo Alvensleben wants to come back to B. C. again. He is now in the internment camp at Fort Douglas

B. C. contributed in 1918, $36,655,900, and in 1919 $36,411,915 to the Victory Loans.

The total in 1918 was for the Dominion $695,309,250, and for 1919 $682,032,215.

The ban on politics has been removed by the Dominion executive of the G. W. V. A.

WILL BEGIN BUILDING OPERATIONS RIGHT AWAY

The plans are being prepared for the Cold Storage plant at Hatzic, and as soon as these are completed the tenders will be called for, and operations for having the plant completed will be begun.

The plant will be ready, it is expected, for the first fruit this year.

PERSONALS

Mrs. Knox from Glacier is visiting with her sister, Mrs. J. A. McGowan for a few days.

Mrs. Barret has had a friend from Victoria visiting her.

Miss Hannam spent the week end with the Misses Steede.

Miss Annie Nelson was home last week end.

Mr. Frank McCallum is in Abbotsford this week.

Mrs. Clarence McCallum spent last week in Abbotsford.

Mr. E. Gazley is able to be out again after being laid up owing to an

Mrs. Kennedy is spending a week in Vancouver. Grace was home last week end.

Mrs. Campbell visited her sister, Mrs. Coogan and Mrs. Roberts last week end and took part in the W. C. T. U. concert on Monday night.

The Ladies' Aid met at the home of Mrs. McMenemy on Wednesday afternoon, there being a large attendance.

Listen for wedding bells in Huntingdon next week—another bride for Abbotsford? ? ?

Mr. and Mrs. George have purchased the property formerly owned by Mr. Manley and are starting a chicken ranch.

A Scotch social will be held at the home of Mrs. Fraser on Monday evening next under the auspices of the Ladies' Aid of the Presbyterian church. A good programme is being prepared: Mr. McGowan will give a talk on Scotland and Burns. A collection will be taken.

A concert was given last Monday night in the Masonic hall under the auspices of the W. C. T. U. Mrs. (Dr.) Gillespie of Vancouver was the principal speaker and kept the audience interested for about an hour. There were other speakers. The song part of the programme was grand and the little tots were boosted for their cleverness. Mrs. Hunt occupied the chair. Refreshments were served by the ladies.

The whist drive last Friday evening was well attended. Fifteen tables of whist were played and many did not play. Mrs. Barrett and Miss Evelyn McMenemy furnished the music for the dancing after refreshments. Those from Huntingdon were Mrs. and Miss Hart, Miss Han, Messrs Hector and Edgar Tapp. There were a large number of strangers present. Miss Han won ladies' first, a pretty china mustard pot. Miss M. Smith, the consolation prize, a little basket. Edgar Tapp gentleman's first, a book A gentleman from the G. N. bridge carpenters' gang won the gentleman's consolation prize. Mrs. Swift entertained.

DYKING BONDS NEED BACKING

Chilliwack, Jan. 21.—Criticism of the provincial government in regard to the Sumas dyking scheme and the provincial land settlement for soldiers was made by Mr. W. J. Bowser, K. C., leader of the opposition, when speaking at the annual meeting of the Chilliwack Conservative Association in the K. P. Hall last evening. Mr. Bowser claimed that the farmers of Sumas should obtain a better understanding with the government before anything further was done with the dyking scheme. At the bye-election held in Chilliwack in July 1918, Hon. E. D. Barrow, minister of agriculture, had made promises which had yet failed to materialize. At Huntingdon in December Hon. John Oliver had made the statement that the government did not guarantee anything in connection with the scheme. Mr. Bowser claimed that difficulty would be encountered when it came to selling the bonds unless these had some backing by the government.

In connection with the policy of the government regarding land settlement for soldiers, the leader of the opposition stated that in two years' time there would not be a returned soldier on this settlement — they would all be starved out. The speaker also touched upon the farmers political movement, declaring that he was opposed to a governing party composed exclusively of farmers. It would be class government and not representative. He said "Don't get excited over the catch-word 'farmers' party.' Wait and see what happens in Ontario."

Other speakers were S. L. Howe, George Black, F. B. Stacey, M. P., and S. M. Carson.

At the organization meeting held in the afternoon Mr. Alex. McCallum of Abbotsford was elected president Other officers are: First vice-president, Mr. H. D. Hipwell, Chilliwack second vice-president, Mrs. Joseph Banks, Sardis; secretary-treasurer Mr. S. M. Carson; assistant secretary Mr. J. A. McGowan, Abbotsford.

Mr. A. McCallum of Abbotsford was elected reeve of Matsqui on Saturday last over his opponents, Messrs Fowlan and Melander

Mr. C. Bell defeated both J. T. Fish and W. Elliott for councillor and Mr Phinney was defeated by Mr. Benson.

In Sumas municiality ex-reeve Wells defeated Mr. Cooke for the reeveship. The residents there may as well let Fooks be reeve as long as he wishes for he can't be beaten.

FINAL DAYS' SALE

Balance Ladies' boots, sizes 2 1-2, 4, 5 1-2, reg. good value, $3.25

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THE ABBOTSFORD POST

Published Every Thursday

A. Bates, Editor and Proprietor

FRIDAY, JANUARY 23, 1920.

The Mission-Matsqui Bridge—

It seems like throwing cold water on the Mission-Matsqui bridge across the Fraser at this point for the New Westminster Board of Trade to deal with the matter at the last meeting in the way it is reported; and also for the Columbian to misrepresent the scheme in its daily columns. It seems to us that it would be greatly to the advantage of New Westminster Board of Trade to fall right over themselves and endorse the scheme with shouts of joy, welcoming anything that will help the communities in the central Lower Fraser Valley. A bridge may mean that the B. C. E. R. would some day connect up Mission City with the city of New Westminster. This rich district could then send some of its products to the big day (market day) in New Westminster, a thing which heretofore and until such time as a bridge is erected is quite impossible because it is inconvenient to ship over the C. P. R.

Even at that, although Senator Taylor may have been right in his contention, Mr. Stacey contradicts it when he says that "there is one case however where assistance has been given, viz: in the building of a bridge across the Capilano river in N. Vancouver. And the argument was of course that it was not a commercial enterprise but an accommodation to tourists." If in one case a reason can be brought forward for establishing a precedent, we see no reason for not bringing forward some other reason to establish another precedent, and build the bridge that the Mission Board of Trade asks for in its resolution. Why should Senator Taylor attempt to throw cold water on the resolution by remarking "that the Dominion Government would not contribute to any but interprovincial bridges"?

At the June meeting the Mission Council passed the following resolution which goes to show that they view a bridge over the Fraser at this point more than a mere local affair. The resolution reads as follows: "that the clerk write F. B. Stacey pointing out the fact that this is really an international road (referring to the Huntingdon-Riverside road) leading to the State of Washington."

Notwithstanding the stand taken by Mr. Stacey and Senator Taylor, it is hoped that the Associated Boards of Trade meeting in Vancouver will endorse the motion of the Mission Board of Trade at its meeting in Vancouver. The fruit growers and farmers of the district, and every business man is in dead earnest about the securing of the Mission-Matsqui bridge and any outsiders who assist in the agitation for a bridge will earn the gratitude of the district.

The town of Abbotsford complains that provincial taxes are not spent on any but the front streets and that some of the back streets are not a credit to the community or the government that collects the taxes. It is a way however that governments have of neglecting the people these days, except when it comes to gathering in the shekels.

A change may come by-and-by.

Not much interest is taken in a community when a mayor or councillors will not offer themselves for election. Now in Misison last year the Fraser Valley Record never made one kick about the council, just reported the meetings without comment, and the result was that the council was elected by acclammation. The paper stirred up a little ecxitement about the school board with the result that there were all kinds of candidates offering themselves for the job. Vernon and Slocan City should take a pointer.

Admiral Sims Breaks Loose—

There is nothing intrinsically improbable in the story told by Admiral Sims that his superiors in the navy department at Washington warned him not to let the British pull the wool over his eyes, and that the United States "would just as soon fight the British as the Germans."

There was, and still is, a lot of that sort of sentiment among our neighbors. It is the inevitable result of the silly stuff they are taught at school. Circumstances of late have toned down their attitude considerably, but the fate of the peace treaty in the senate shows they have yet a long way to go before they get over their ancient grudge.

Instead of being angry over the matter, Canadians should reflect that the pot ought not to call the kettle black. French-speaking Canada and English-speaking Canada do not always exhibit the kindliest manner towards each other. England and France are not free from mutual jealousy. The reluctance of the British to serve under a French commander-in-chief was one of the reasons why the war was prolonged. Even the Canadians and the English occassionally make remarks about each other that are not exactly filled with brotherly love.

Admiral Sims had his own reasons for keeping silence so long and for breaking silence when he did. His indignation at the distrust of an Ally is not his only motive. He is getting even for what he regards as personal slights put upon him by the secretary of the navy.—Vancouver Sun.

Drury Not Doing it—

Premier Drury of Ontario is having a hard time to find a soft place to sit and the Liberal leader has challenged him to contest an urban seat "and see what will happen to him."

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Now is the proper time to look over your stationery for the year and order. Paper is going up in price.

THE HASTINGS HIGHWAY A DREAM ON PAPER

Elsewhere we publish a story copied out of the Vancouver World about a supposed Hastings Highway from Vancouver to Mission and beyond. This road is to be started this year, but probably not completed until later.

In the meantime people would very highly recommend that the present roads would be looked after so as to make them passable. Just at the present time the roads are in very bad condition owing to the frost being in the ground twice this season and a general thaw twice, but had the roads received the attention for the past three years that they should have the present condition would not have been nearly so bad, as proven by places that still keep good where some workman knew his job.

Paper roads and roads in fairyland future do not help the present business of the country which in Dewdney has been suffering for the past two years or more, on account of utter neglect by the man who appears to love Dewdney so—in dreamland only.

Of course if the Hastings Highway is ever built by the Oliver government, people in time may forget the horrible condition of the roads for the past three years or thereabouts, but their memory of present conditions will probably last longer than the regime of the Oliver government

HOW IS THIS FOR A TEST?

Canadian Coosolidated Rubber Company puts an Overland 4 "Over the Bumps"—15 Hours a Day, 5 Weeks.

For an independent test of Overland 4, the dealer organization of Willy-Overland Limited is indebted to the Canadian Consolidated Rubber Co., Limited, which has been conducting a series of experiments at their Dominion Tire factory at Kitchener.

Three cars were used by the Company, the Overland 4 being fitted with the original set of tires which the company was testing, the primary reason for the test not being to try the cars at all. Incidentally, however, complete records were made as to all the effects of the rough usage to which the cars were subjected.

The cars were started out on November 7, when the roads were soft and in bad condition. Different routes were taken from day to day, and each car was scheduled for fifteen hours' daily driving, running day and night. Early in December, the drivers were going over frozen ground.

Of the three cars the Overland 4 had the least lost time—4 days or 12 shifts. Following the test, Mr. Oltheiser, of the Canadian Consolidated, drove the car to the factory in order to afford the Willys-Overland engineers an oportunity of going over it to study the effects of the unusual dose of "treat 'em rough" it had had His meter showed 9,893 miles on his arrival here.

Mr. Oltheiser, who corroborated the report that Overland 4's test showed 25 miles per gallon of gasoline and 120.7 miles per quart of oil, was most enthusiastic over the performance of the new car and the riding comfort that was obtainable under any and all conditions.

TO MY OLD BLACK HEN

To him who needs must eat, strange things befall
In days of uplift and of sweet fraternity!

How little thought I, old black hen of mine,
That I should ever pay thee anxious court
And haunt each day thy humble little shack
As tho' a simple egg had serious weight!

Days were, sweet hen, when I and my good wife
Indulged in beefsteak and in kindred things
That brought great strength to body and soul.
But now such goodly things are but for him
Who punches tickets on a railroad train,
Or digs black diamonds from the inky earth,
Or cuts with saw and plane, or lays red brick,
So many in a day, no more, no less,
With ever-growing wages for the toil!

And meat, and all such luxuries, may be
No longer for such idle folks as these,
Professors, preachers, bankers and the like,
Who work but ten to sixteen hours a day,
Who walk the streets with soft white hands
And decked too gorgeously in threadbare clothes!
The world was built by hands and not by brains,
Great, brawny arms sustain it in its course,
And why should feeble folk, who do but think
And talk, expect to gather pleasant fruit
From orchard trees they did not plant nor prune!

Oh, gentle bird! 'Tis thus I come to thee
In radiant hope that, every day or so,
Thou wilt produce an egg for me and mine,
That we may yet survive a few brief days,
Until we find a way, by careful thought,
To readjust us to these thrilling times!

So lay, dear hen, that when thy summons come,
And I stand o'er thee with the glittering axe,
There be no egg within thee yet unlaid,
Lest Hoover meet thee, just beyond the block,
To chide thee for improvidence and waste
And, meantime, I and mine go hungry still!
Thus lay, good hen, and thy small, sweet career,
Shall end in triumph and in fitting praise,
And thou shalt figure all thy labors done,
In one last fragrant dream—a chicken pie,
Such as Mistress knoweth well to make!

And then, when naught is left and we must starve,
Or go to honest work, a place we seek
In some rich union, where my faithful spouse
May earn a competence as chamber maid,
And I, perhaps, grow rich, by shovelling coal
Or hopping tickets on a subway train!

—By Prof., Yale Princeton; M. A. Ph. D., LL. D.

IF YOUR CHILD IS CROSS, FEVERISH, CONSTIPATED

Look, Mother! If tongue is coated, cleanse little bowels with "California Syrup of Figs."

Mothers can rest easy after giving "California Syrup of Figs," because in a few hours all the clogged-up waste, sour bile and fermenting food gently moves out of the bowels, and you have a well, playful child again.

Sick children needn't be coaxed to take this harmless "fruit laxative." Millions of mothers keep it handy because they know its action on the stomach, liver and bowels is prompt and sure.

Ask your druggist for a bottle of "California Syrup of Figs," which contains directions for babies, children, of all ages and for grown-ups.

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We appreciate the fact that the average person purchases an automobile for an investment in saving service. And it is our policy to see that all those who purchase Chevrolet cars from us, secure an investment which is long-lived and profitable. If you are thinking of buying an automobile, it will pay you to investigate the merits of Chevrolet cars and the service which goes with them.

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Satisfaction guaranteed on every sale.

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NATURAL GAS DEVELOPMENT

The first discovery of natural gas in the Province of Alberta of which we have record, took place in May, 1884, at Alderson, a station on the main line of the C.P.R., 35 miles west of Medicine Hat. The railway construction gang, boring for water, struck a heavy pocket of gas at a depth of 1,300 feet. A little later in the same year, gas was also discovered at Cassils, 6 miles further west, but while this well soon choked, that at Alderson continued to flow for many years.

In 1890, Medicine Hat, then but a small town, sank a well and found a small supply at 700 feet; four years later another attempt was made, and history tells how at the eleventh hour, with money all spent—facing bankruptcy—and despair and gloom in the hearts of the mayor and city council, a sensational flow was uncovered at a depth of twelve to thirteen hundred feet. The cheap, apparently unlimited fuel supply, both for commercial and domestic purposes, is largely accountable for that city's growth and present prosperous condition.

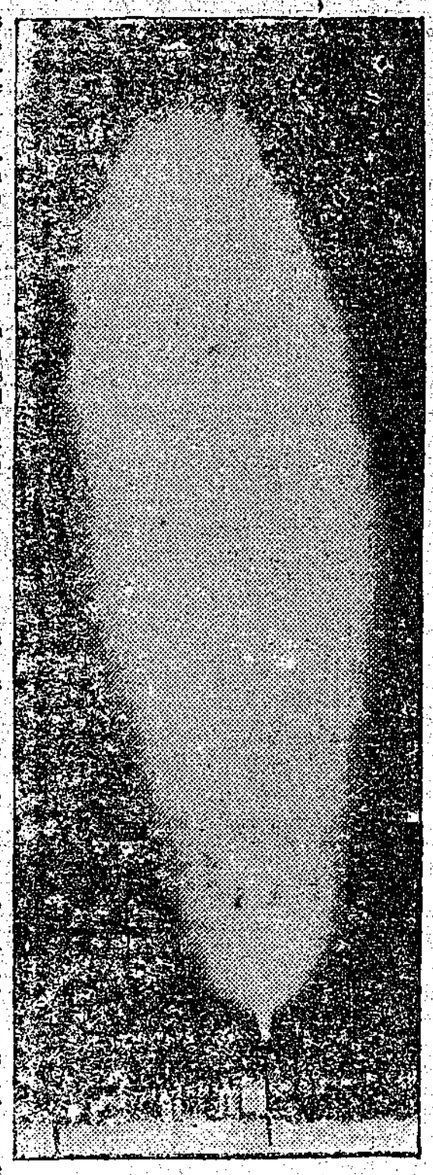
There are several known gas fields in the Province of Alberta, but as yet only two have been utilized for commercial purposes to any considerable extent, namely, the Medicine Hat and Bow Island Fields. Bow Island lies on the railway line about half way between Medicine Hat and Lethbridge, 130 miles south-east of Calgary.

In 1912 the supply was piped into the city of Calgary, as well as distributed en route to the city of Lethbridge, Macleod and other towns, where it is used for both domestic and commercial purposes.

In the neighborhood of Pelican Rapids, Athabasca River, gas springs were known at least a century ago, and travellers going up and down the river, into the Peace River Country have cooked their meals there. Further well-known gas reserves are the Foremost Field, south of Bow Island, the Barnwell Field, midway between Bow Island and Lethbridge and the Viking Field, 83 miles east of Edmonton, and were it not for the difficulty of obtaining adequate piping, it is probable that this supply would have been utilized two or three years ago to furnish light, heat and power to Alberta's capital.

Prospecting is now going on in the Monarch Field, 40 miles southwest of Calgary, and at the Okotoks Field 27 miles south. Along the foothills of the Rocky Mountains, in the vicinity of the apex of a well definite anticline similar to that one in the Okotoks Field, there are many pronounced gas seepages, and it seems probable that as in the former field, which had also a gas seepage, it will be a commercial producer.

The Imperial Oil Co. has commenced prospecting for petroleum along the last mentioned anticline and it is stated, intends to carry vigorous prospecting from the International Boundary northwards to Hudson Hope on the Peace River. The production of both petroleum and natural gas seems favorable. This company also proposes further prospecting at other parts away from the mountains, where it has selected grounds for operation. In many parts of the province in drilling for petroleum, gas has been found; and



Gas Well at Medicine Hat, Alberta.

indications are that there is an immense gas field remaining yet to be tapped, the exact location, size and probable capacity of which can only be proven by testing.

According to the report of the Canadian Bureau of Mines, in 1915, there was produced 4,378,947,000 cubic feet valued at $1,037,919, which is equivalent to 23.7c. per thousand cubic feet—the heat that could be obtained from upwards of two hundred thousand tons of coal.

The Natural Gases of Alberta are known as "wet" and "dry." The former is a profitable source of gas line, and already a considerable amount of that fluid has been produced, with a probable greatly increased production in the near future. The Medicine Hat and Bow Island Fields are "dry," but there is no reason to conclude that much of the gas yet to be found will be "dry" rather the reverse.

Helium, a non-combustible gas, very nearly as light as hydrogen and invaluable for balloons, has been extracted in considerable quantity from the Bow Island gas at Calgary, and shipped to Great Britain for war purposes. The termination of the war, has stopped the manufacture, probably, however, only temporarily.

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HIGHLY IMPORTANT TO ALL RETURNED SOLDIERS HERE

All Returned Soldiers in the District who were residents of Canada prior to the outbreak of war and who served in the Imperial Forces during the war can obtain blank application forms for War Service Gratuity from the secretary of the Misison City G. W. V. A.

All returned soldiers in the district having complaints against the Soldier Settlement Board will kindly hand them in writing and signed into the secretary of the Mission City branch of the G. W. V. A. and they will be taken up by the committee appointed by the provincial executive of the G. W. V. A.

(1) Name and address, whether married or single and dependents.

(2(Do you wish to farm under the present policy of unorganized settlement of the federal land settlement board, or

(3) Would you prefer to enter a government co-operative séttlement along the lines of those already in operation in British Columbia today.

(4) Do you wish to take up land and does the ten per cent on the purchase price of land required by the Soldier Settlement Board prevent you from taking advantage of the Soldier Settlement Act.

(5) Have you made application to the Soldier Settlement Board for the purchase of land or for loans under the Soldier Se ttlement Act, if so, give date, to whom application has been made, also state if your application has been acted upon and in what manner.

ANOTHER PIONEER PASSES AWAY ON SUNDAY LAST

(From Fraser Valley Record)

The funreal of the late John Fennel was held on Wednsday afternoon from his late residence to the Hatzic cemetery, followed by friends and acquaintances.

The deaceased had been quite well until recently when he was taken to the General Hospital at Vancouver for a serious operation, the reason for such operation coming on quite suddenly. The operation was performed on Friday last and on Sunday evening he passed away.

Mr. J. H. Jones of Mission motored to the hospital on Tuesday and brought the deceased to Misison City.

Rev. Mr. Ridland officiated at the home and the cemetery.

The pallbearers were Messrs W. J. Manson, J. A. Catherwood, J. B. Cade T. J. Cox, E. Bush, and W. McGillivray.

A number of floral tokens had been sent and among these were: Wreath, family, Mrs. Pickering; Mrs. Geo. Russel; Mr. and Mrs. Vollans; also some without any name attached.

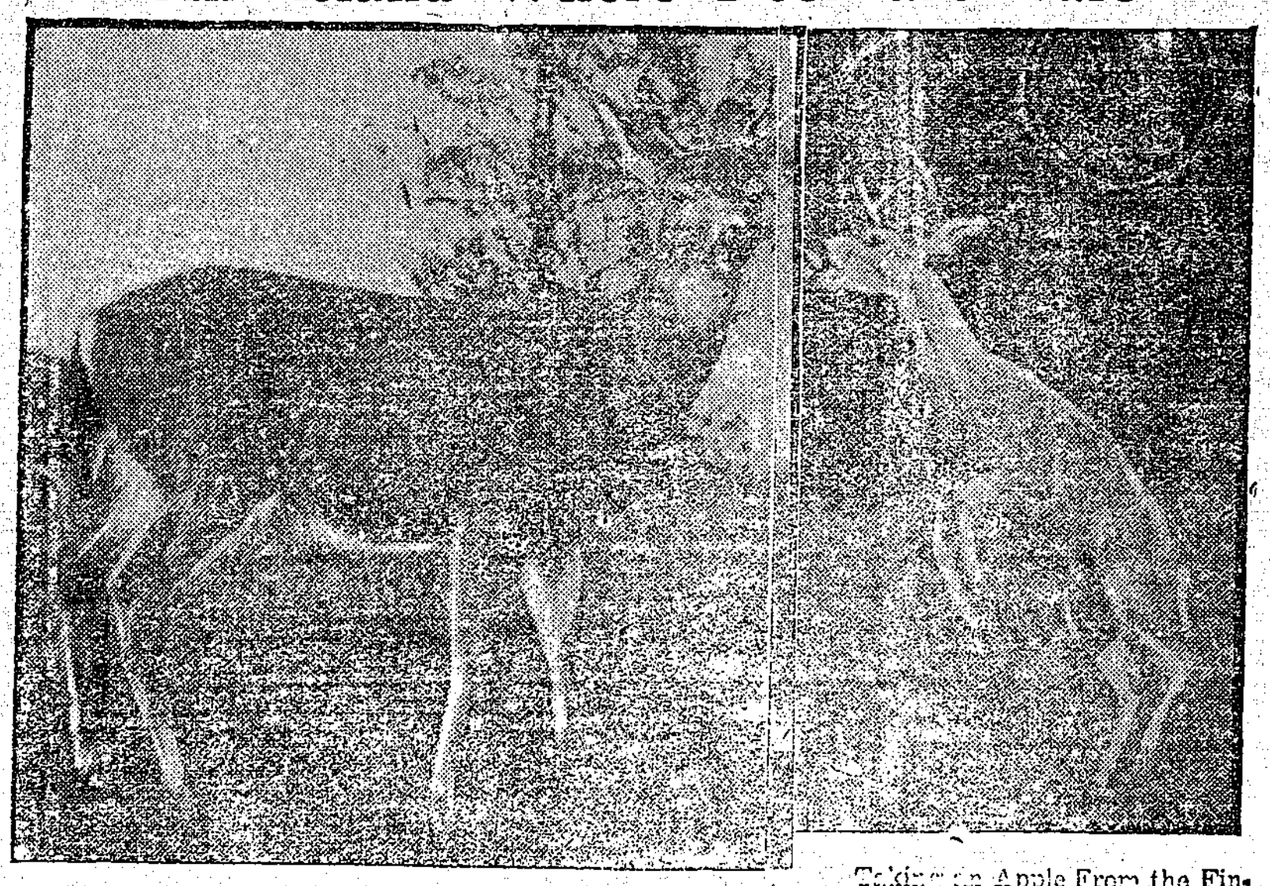
The deceased Mr. Fennel was in his 83rd year and had he lived until the 9th of February would have been 84. Mrs. Fennel died in March, 1917, in her 80th year, and recently Mr. Fennel moved from the farm and lived in Mission City.

Among the near relatives of the deceased are: Mrs. J. Harris, Mission, Mrs. Geo. Russell, Winnipeg, Mrs. Duncan, Harrison Mills, Mrs. E. Pickering, Fraser Mills, and Mrs S. Fennell, of Port Coquitlam.

The children and grandchildren of deceased have the sympathy of all in the death of one who was respected by all men and women.

Premier Drury of Ontario is to run in Halton County. That was one of the first Scott Act counties in Ontario twenty-five years ago.

An Island Where Deer are Safe



Listening to the Barking of Hounds on a Distant Island.

Taking an Apple From the Fingers of a Visitor.

The deep music of a deerhound's voice came faintly down the wind, shortly it blended with the sharper voice of a hunting Airedale. The scream of a hungry cougar is no more terrifying to the timid deer of the British Columbia coast than the bay of the hounds on the trail. When they hear it they get up and go—straight for water.

The little spike buck, born a few seasons before on the rugged forest-clad coast of the Pacific province lifted his head. His eyes and his ears, his very pose displayed the high tension of his taut nerves. He looked into the forest of the Island on which he stood, and he saw nothing alarming. He turned and stared across the water toward Nelson Island. The only thing that caught his eye that did not denote restful nature in primitive grandeur was a smudge of smoke that smeared the horizon and showed that a C.P.L. coasting steamer was outbound from Powell River. Then the boom of the hound's voice rolled again across the waters from Nelson Island. The deer moved nervously, looked all round again—and calmly bent his head to bite a mouthful of grass. He was safe. He was on Lardy Island.

Hardy Island is the city of refuge to all the deer that know about it. Three years ago it was good hunting grounds. To-day it is taboo to men with guns, and hell pops, as the saying goes, if men with both guns and dogs appear. It is an awful to hunt deer with dogs in British Columbia, but it is still done in certain districts, in spite of law. Two years ago, or perhaps slightly more than that, Mr C. J. Leyland of England purchased Hardy Island, a gem of land situated just off Nelson Island at the mouth of Jervis Inlet. He bought it to experiment with British trees in the B.C. climate. There were 2,500 acres of rich lands and forests, and there was a good orchard. He placed a watchman, Tom Brazil, on the property and did no more toward development, preferring to await the end of the war. Brazil, a lover of animals, caught two of the wild deer that frequently swam to the island from the other nearby lands. He tamed them. They in turn brought other wild deer, many of them had been run to water by dogs and took refuge on Hardy Island. There, seeing how intimate the original tame pair were with the man who controlled the orchards where the luscious apples grew, the wild newcomers gradually grew intimate too. To-day a herd of thirty deer, most of them born in wildness, respond to the voice of Tom Brazil when he calls. Some of them will step forward from the herd when called by name. They have no fear at all of man, when on Hardy Island. Sometimes they swim to other parts of the coast, and range about a bit, but they come back, often fagged from some fierce run and swim. Tom Brazil's herd is becoming a byword on the coast, but no dog and no man dare brave what might happen should he try to hunt on the island of refuge. So the deer are fat, are bringing new little lives into the world, and are adding to their numbers by recruit volunteers from the wild ranges where such safety is not known.—L. V. K.

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