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The Abbotsford Post

With which is incorporated "The Huntingdon Star"

VOL. XVIII., No. 7. ABBOTSFORD, B. C. FRIDAY, JULY 4, 1919 8 $1.00 PER YEAR

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TRUSTEES URGE NEW METHODS IN SCHOOLS

The first convention of the Fraser Valley School Trustees was held in the Council Chamber of New Westminster City Hall on Thursday last and was marked by a strong and serious determination to change and improve the education of the children of the country.

Delegates eagerly availed themselves of the opportunity to express their convictions on the question of taking the cost of education from local ratepayers and putting it on to the state. The educated child is a state asset and a benefit generally to the whole country.

The charge of teaching this child should be borne by miner and lumber man, rancher and ficherman. It is felt very keenly that high school areas should not be limited by the municipal boundaries, but by physical and sociological definitions. New settlers are coming in all over the valley, changing the local centres of population, schools and not be moved to fit these changes and the only practical solution is the consolidation of schools.

Mr. J. W. Berry of Langley feels that the land is now taxed for about all it will stand for school purposes and yet the educational results are not at all what they should be. Consolidation is becoming the solution to all the rural problems, says J. C. Robertson of Chilliwack and the people are now becoming reconciled to the abandonment of the old one-room school, as they see the great advantage of the bigger graded schools.

Inspector Martin advised that if the department of education is to be asked to bear a greater share in the expense of high school education it naturally follows that greater taxation must be levied to meet it. Consolidation, it was pointed out, will cost more for the first few years, but the results are far greater in proportion.. If all the improvements and innovations asked for by educational experts were granted it would cost the country a sum equal to but one week's expenses in conducting the Great War.

Inspector Denton of the Cowichan district of Vancouver Island, with great experience in consolidation schools, submitted that better teachers and teaching, more and better equipment. Further it allowed for the establishment of a school library. In his opinion the school children were starved with lack of reading matter in connection with their study. There is more in education than learning dates and figures, and a good school library selected judiciously, is worth its weight in gold in developing the mind of the scholar.

Chairman Coulter of Burnaby Sshool Board stated that their board was spending $80,000 in educating the children and these were mostly transients and tennants. The cost was borne of course, by landowners, who were taxed to the sum of $35 per acre Now the land can not pay more and a state levy for education purposes should be expected.

By unanimous resolution the department of education will be asked to define high sch ols areas, irrespective of school district areas, and these high schools will be financed and maintained by the Provincial Government, and further that a commission be appointed by the department to enquire into the present school system throughout the Fraser Valley with the object of ontaining consolidation of the schools and the establishment of domestic science, manual training and secondary education in strategic centres.

A burning problem in Richmond and Burnaby is the invasion of Orientals in'o the schools. Chairman Laing of Richmond said that the education of the Japanese and Chinese children on Lulu and Sea Islands is costing that municipality nearly $1500 and of this sum the Oriental contributed nothing. Japanese boys boys 19 and 20 were sitting adjoining white children in the primer classes. The difficulties of this problem were in no way relieved by some phases of the returned soldiers' settlements.

Br. Berry instanced several applicants on the settlement board who were Japanese, negroes and Chinese Such men were in every way entitled to farms and educational facilities. The convention felt that this was a subject on which the advice of the department should be sought.

That returned soldiers suitable for the profession be trained for teaching is the sentiment of the trustees. Such men would make for permanent masters of great influence in the district to which they were appointed. It was resolved to urge upon the government an increased inspection. The rural trustees want to see the inspector more frequently and have him stay longer. Fault was found with the medical inspection which is said sometimes to be very perfunctory and where recommendations are made by the health officer they are not taken up by the parents.

Probably a fund for necessitous cases would meet a number of these cases. The decision of the convention was that a campaign of education among the parents on the importance of caring for the child's health would be beneficial, and that when the state took over in full the education of the mind of the child it would also take in hand the development of its physique.

To this end the trustees will continue to work for conslidation of schools and general taxation over the whole state.

At the end of the afternoon's discussion on these questions, Mr. Wm. Coulter gave a most interesting address on the Danish school system.

Mr. J. A. Hargitt of Hargitt Motors limited reports the following sales this week: An Overland to Mr. J. McCombs; A Briscoe to Mr. A. Hitch; A McLaughlin Special to Mr. S. H. Crosby; A Gray-Dort to Mr. A. E Miles; An Overland to Mr. James McCormick. Joe is a hustler, eh!

PERSONALS

Mrs. McMaster is visiting in Bellingham this week.

Mrs. McClenaghan motored to Vancouver on Tuesday with the Trethewey's and spent the holiday theer.

Mrs. Thomas motored to Bellingham with Mr. and Mrs. Ham of Clayburn on July 1st.

The Misses Steede left on Wednesday afternoon for white Rock where they intend to spend a week holidaying. Rev. Mr. and Mrs. Rowe will occupy their cottage during their absence.

The ladies aid met at the home of Mrs Thomas on Wednesday.

Mrs. Swift's sister, Miss Lamb arrived on Saturday morning from Montreal. She intends making her home in B. C.

Mrs. Bucher and children, Mrs. McMenemy and children were to White Rock on Tuesday, where they have taken a cottage for a month.

Miss Young fro mVancouver spent the week end and the holiday with Mrs. Swift.

Mr. Jonathan Fraser spent last week end in Chilliwack.

Mr. N. Hill and family have moved into their new home in town.

Mr. Thomas spent Sunday in Vancouver.

Rev. Mr. Robertson arrived home on Thursday morning after six weeks trip east. He will occupy the pulpit on Sunday

Mr. Menzies of Vancouver conducted the services on Sunday last.

Mr. Eric Weir is back from Ashcroft.

Miss Hamam visited the Misses Steede on Sunday.

Mr. and Mrs. Bobbie Shortreed were visitors of Mr. and Mrs. Shortreed and Mr. and Mrs. Johnson this week.

The remains of the late Clarence Gazley, who fell from a train west of Winnipeg, arrived this morning, and the funeral will take place to the Musselwhite cemetery on Saturday at 2 p. m.

Miss Urquhart gave a farewell party for her pupils last Thursday evening in the Masonic hall. There were a number of contests, games and a little dancing, dainty refreshments and a good time. Mrs. Eby and Mrs. McGowan assisted through the evening The girls presented Miss Urquhart with a fountain pen and box of note paper, while the four boys in the first year high school gave her a book, entitled "Empty Pockets" and a box of note paper.

Mr. and Mrs. Alanson were in Abbotsford last Friday.

Miss Grace Kennedy was home for the week end and the holiday. She and Mrs. McMaster spent the holiday floating on the water over Kennedy's farm on Sumas Prairie.

There have been some auto accidents lately. Mr. Parton's car collided with another car. Billy Brown's "Bug" tried to find a ditch the other day. The two garages started in to find which one had the strongest wheels, some wheels are so strong that when anything gives away it is the axle. Arthur Lamb after his auto accident found it necessary to go home by train. But accidents will happen with such narro wroads.

Items of Interest To Growers

On June 28th the Strawberry market was reported firm by the market comissioners.

Early cabbage from Walla Walla is osiling at $2.35 per crate.

Gordon Head has shipped 12 cars of strawberries to date.

Edmonton has bought two cars of Haney berries and both arrived on a bare market. $3.75 per crate, Haney pack good. Condition of arrival good

Haney berries selling in Edmonton $5.00 to $5.25.

Raspberries on the prairie market is bring $7.00 per crate for 2-5 qt.

New Potatoes are worth 6 1-2 and 7¢ a pound.

B. C. Potatoes are worth $38.00 to $45.00 per ton.

Conditions on the Edmonton market are much better than they were a week ago.

An excellent picnic was held on Mr. Carter's place at Silverdale on Friday last. Races, swinging and lots to eat made the boys and girls happy and maybe some of the grown-ups too.

SCOTCH PICNIC

A number of the Scotch people of Chilliwack celebrated Dominion Day in Abbotsford with sports on the school grounds and had refreshments noon and evening in the Masonic hall Bag pipe music was the order of the day.

Mr. Jasper Fadden intends to have a good time the coming summer, at least it wont be his fault if he dont He expects his son home from the front and it reported that both will take a tour in their moving house, which by the way is built on a truck They will shortly leave for the first lap of the long tour to California very shortly, and intend going east of the mountains. Wherever they go they will always be home as the truck contains a kitchen and a parlor besides a bedroom, and is altogether quite a travelling car.

Few people realize that one of own townsmen has turned inventor—just a handy little article that will prove a boon to all the boys and girls who have dull pencils. A small shipment was delivered today as samples. A well known eastern firm has the contract for about a million of these which will probably retail at about 25¢ each. The editor now hos one and can tstify to the excellent sharpening qualities of the little machine. Just a few special friends are among the privileged who will either have to buy a sack of chicken feed or a ton of coal to get one.

The bank looks nice with a new coat of paint. Next!

B. C. RHUBARB 1909-1919

In 1909 the quantity of rhubarb shipped to the prairies was small. The shipments were only L.C.L. express lots but the returns showed a profit to the producer. When the car shipments started from B. C., complaints on condition of arrival were voiced by the house that bought it. This claim was not allowed, and the car was sold by another concern who found that this house that bought it had it practically sold, and examination found the stock O. K. Production increased rapidly until 26 cars per season was reached. Rot and decay set in at shipping end, but this wasoffset by replanting. About this time the prairie jobbers commenced to buy heavily of Walla Walla barb, therby forcing down the B. C. prices for superior new stock, to met prices quoted by Walla Walla on their end of seasons inferior clean up stuff. Our growers reduced their acreage until we now supply only 10 per cent. of the demands. We are not a serious competing factor in our natural market.

The Fraser Valley, we predict, will again go into the rhubrab business, butt heir organization must be such as to take care of and control the distribution of it.

Mr. Arthur Taylor expects to leave for Vancouver the beginning of the week. His little boy is about well and may be home any day now.

Mr. and Mrs. Clarence McCallum spent July 1st in Abotsfod with the Ryalls and with the McCallums.

GROCERIES
For July

On all Cash and Carry Orders I allow a 2 per cent. discount. All Goods bought from me are guaranteed. If not satisfactory I will exchange or refund your money.

SOAP—
Golden West, 6 cakes in carton 25c
Royal Crown, 5 cakes in carton 25c
Sunlight, 4 cakes in carton 25c

COFFEE SPECIAL—
1 lb. for 55c; 5 lbs for $2.50
Fry's Breakfast Cocoa 25c

DRIED FRUITS—
Evaporated Apples ,No. 1 a lb. 25c
Prunes, per lb. 20c
Currants in bulk, a lb. 25c

I have just outfitted a man with Furniture, House Furnishings, Crockery, Hardware, Harness and Implements, on which he saved a clear 10 per cent.

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THE ABBOTSFORD POST

Published Every Friday

J. A. Bates, Editor and Proprietor

FRIDAY, June 4, 1919

Canada as a nation began its career just fifty-two years ago on Tuesday. In the life of a nation it is not long, but many changes have taken place during that time, and one day it will become the most powerful in production and population.

The great statesmen who conceived the idea of the big confederation have long since passed out of politics, but their ideas we must all admit have been the means of placing Canada on the high proud pedestal of today.

After the war clean up has struck Canada as it has other nations of the civilized world, and we hope our present politicians will carry forward in their straightening-out of affairs the same broad ideals as did the great fathers of Confederation.

The aim should be to make Canada great commercially, politically, morally, physically and educationally; and a nation where the white man can boast as being 'monarch of all he surveys.'

A raid on a labor temple is something that not many people thought was coming to the members of a labor party, but it is in the face of circumstances probably the right and the proper thing to do. It might have been better however to have had all labor temples in Canada in the cities where strikes have occurred raided at the same time.

However, we must not look upon the labor temples as all seething with sedition and the men who congregate there as not loyal citizens. It is that individual who by his loud voice and persistent grouch who has gained control of the offices in the labor temples.

Men like Pritchard, Kavanagh, Winch do not represent the true ideal of the labor man. Mission has a very fair idea of Winch and if all the agitators are of the same character and reputation they are not worth following. Followers might fare worse than the children of Israel if they obeyed the Winch-Kavanagh call

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Good roads are a necessity in the province of British Columbia, as in any other country, and it should bet he duty of all to agitate for good roads. There are roads in the Fraser Valley that are a crying disgrace to the government of the province of British Columbia—the present government has no wbeen long enough in power to have remedied any defects of the former government.

There are two roads in the Fraser Valley under the control of the provincial government and they are both a howling disgrace to any body of men who are in Victoria for the purpose of having the country developed. The first settler was willing to pack his goods on his back. In the next generation more and better roads were demanded; and since the automobile has come to stay—at least until the flying machine has taken its place—better roads are demanded. Some parts of these roads would not be too bad, provided they were wider and less dangerous.

There are places on the Yale road and the Dewdney Trunk road as it is used today, that it is dangerous for autos to pass. There are accidents every day almost. The Chilliwack road along the mountain is an excellent example of the crooked narrow way to auto accidents; so is the Dewdney Trunk road from Albion to the Red Bridge, even the boasted part of the highway which some of our officials think so grand When cars have to climb the side of the bank to let each other pass it is not giving the public a fair chance for the taxes paid. Goats may pass by one lying down and letting the other walk over him, but it is impossible for autos to imitate this with advantage to themselves.

The present season is passing away and there has been but little done in preparation for better roads Now is the time of the year when work should be progressing with vigor and energy.

Vancouver Sun: There are still acute differences of sentiment. The Maritime provinces even yet exhibit occasional flickers of ancient resentments. Quebec guards its peculiar institutions jealously. Ontario cannot get over the habit of thinking of itself as the whole show. The prairies arouse criticism by persistently demanding more than their fair share of the common heritage. British Columbia is really the only part of the Dominion where almost everything is just as it ought to be.

We are pleased to see the Kamloops Standard-Sentinel assert itself in regard to better roads in the last issue, and says:

"Before the last provincial session adjourned the government said a million or two of dollars would be expended on the building and improving of roads in British Columbia. Dr. King, minister of public works, has been spending considerable time down east as the representative of the Oliver government in arranging for the big Liberal convention in August. Everybody knows that the engineers in the different districts are drawing their salaries. The people know that not for many years have the roads been so bad in the province, and those driving over the province in autos say that it is as difficult to find a man working on the road as it is to find that man late for his meals. Had it not been that William White, while supervisor of the roads in this district, built miles and miles of first class roads we would have nothing even now but humps and swamps. The greatest saving there is to the farming community and also to those living in the city, is good roads. A bad road costs big money for delivery from country to city and city to country. And this increased cost is a deplorable addition to the high taxes now being paid. This is not a question of politics; on the contrary, it is a question of cold business as it effects every man in the province no matter to what party he may belong."

New Candian Book

The John C. Winston Co., Limited of Toronto announce the early publication of "Canada's Sons and Great Britain in the World War" by Colonel George G. Naismith, C. . G., M. A., Ph. D., D. Sc., who served with the Canadian Expeditionary Force in France and Belgium, with an Introduction by General Sir Arthur Currie, Commander-in-Chief of the Canadian Corps A great portion of the book is compiled from notes made on the battlefield by Colonel Nasmith, and the descriptions of the various engagements, written by an eyewitness, have an intimate appeal that no amount of long-distance reporting could convey.

Some of the chapter titles are: "Canada in War Time" "The Sailing of the Thirty-three Transports from Canada" "The Canadians on Salisbury Plain" "The Princess Patricias in Action" "Canadians Save the Situation at Ypres" "The storming of Passchendaele" Keaping Our Canadians Fit" "The Canadian Auxiliary Services" "With the Canadian Airmen" "Canadians Win Mons" "The Record of the Canadian Army Corps"

Besides these purely Canadian topics, there are chapters devoted to the Anzacs at Gallipoli, the great naval fight at Jutland, the help given by the United States, the blockading of the harbor of Zeebruge by the British Navy, the achievements of Italy, Japan and the other Allies, and the dramatic revolution in Russia. Colonel Nasmith has dwelt mos upon the splendid work of the Canadians, but he has interspersed a record of the war on other fronts, so that the reader is kept in constant touch with conemporaneous happenings.

This will be a large octavo book of over 600 pages and will be copiously illustrated with maps and official photographs. Because of the very large demand assured for the book and in order to insure that this will be recognized as the popular history of Canada's Participation in the World War, it has been arranged to sell it as low as $3.50.

The Slavery of the Shiftless

There are people you and I know who never seem to be better off no matter what they earn. If times are good, times are bad, times are normal, its all the same. They work hard. They keep plugging away, but they never get anywhere. They are not the people who have had misfortune or trouble, and they seem to have had steady work. What is the matter? They belong to the Noble and Antedulivian Order of the Shiftless. They never learned that 100 cents won't buy $1.05 worth of goods, pleasure or indulgence. They never learned that if you spend a dollar and ten cents when you have only got a dollar and some credit that you owe ten cents, and have mortgaged your credit. They are always asking favors. Always borrowing. Always hard up. They are not dishonest, or mean, or lazy, or anything but just shiftless.

The Thrift campaign is to teach people how to begin to save. It is not necessary to own a $100 to start saving. You don't even have to have even to invest $10 to invest. $4 will buy you a gilt edged government security at 4 1-2 per cent interest compounded and return you $5 in every five years for every $4 and believe me the best of the big financiers say that $5 saved till then will buy what would cost you $7 to $8 today. But perhaps you can t spare $4. Well here's another proposition: Buy a 25¢ Thrift Stamp. Get a card with it When you have saved 16 of them the government will give you a W. S. S. for them worth $5. Now will you make a start. Not much excuse for not doing it is there? Start now. Don't be "Just Shiftless."

BE READY WHEN YOU TELEPHONE

An observance on the part of telephone users on the following suggestions will save not only their time but will also assure them better service:

Look in the telephone directory and be sure of the number.

Do not call until you are ready to talk.

Speak plainly and listen carefully.

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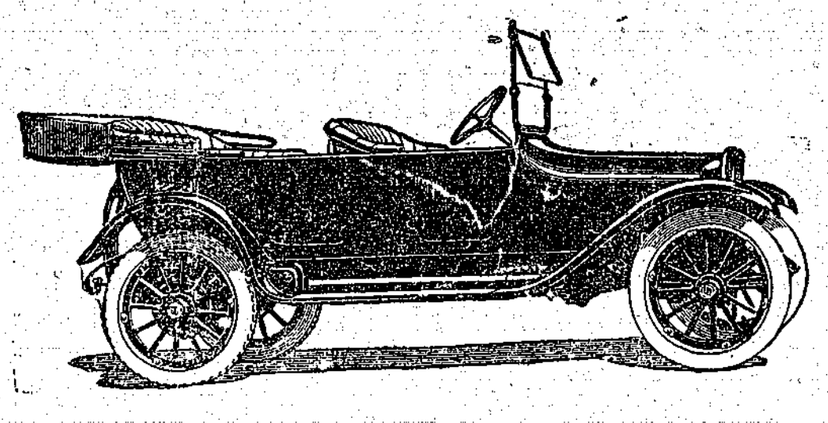

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PRINCIPAL ITEMS GERMANY YIELDS IN SIGNING TREATY

The big things Germany surrenders by signing the peace treaty are:

Relinquishment of Alsace-Lorraine to France, Posen and West Prussia to Poland, of part of Schleswig to Denmark and of 382 square miles of Rhenish Prussia to Belgium.

The Saar coal basin to be internationalized for fifteen years, pending a plebiscite to determine permanent control, the coal mines going to France.

Luxemburg is free from the German customs union.

Germany recognises the independence of German Austria, Poland and Czecho-Slovakia.

Germany loses all colonies and her valuable concessions in Europe, Asia and Africa, and recognizes the British protectorate of Egypt.

The Germany army is to be cut to a temporary total strength of 200,000 men but ultimately must be 100,000.

The German Navy is limited to six battleships under 10,000 tons each, six light cruisers and twelve torpedo boats, surrendering or destroying all other war vessels. She is to have no more submarines. The navy personnel is limited to 25,000.

Military and naval air forces are abolished.

Munitions factories are to be operated only by permission of the Allies and import or export of war materials is forbidden.

Heligoland defenses will be dismantled. Fortifications aiming at control of the Baltic are forbidden.

The Rhine and Moselle are put under the control of an international commission, on which Germany will be represented. The French, Belgians and other nations may run canals from the Rhine, but Germany is forbidden to do so. German forts within thirty-three miles of the river will be dismantled.

Other great rivers hitherto German, will be under international control, the Czecho-Slovaks and Poles having free access to the Elbe, Oder and other streams, and the Poles to the Niemen.

The Danube will be controlled by an international commission. The Kiel Canal will be open to all nations and the Czechs get harbor rights at the mouth of the Elbe.

German railroads must be of standard gauge and rights are granted to other powers to use them. Traffic discriminations against outsiders are forbidden.

Offenders against the rules of warfare and humanity are to be delivered up to the Allies. An international high court is provided for trial of the Kaiser, whose surrender will be asked of Holland.

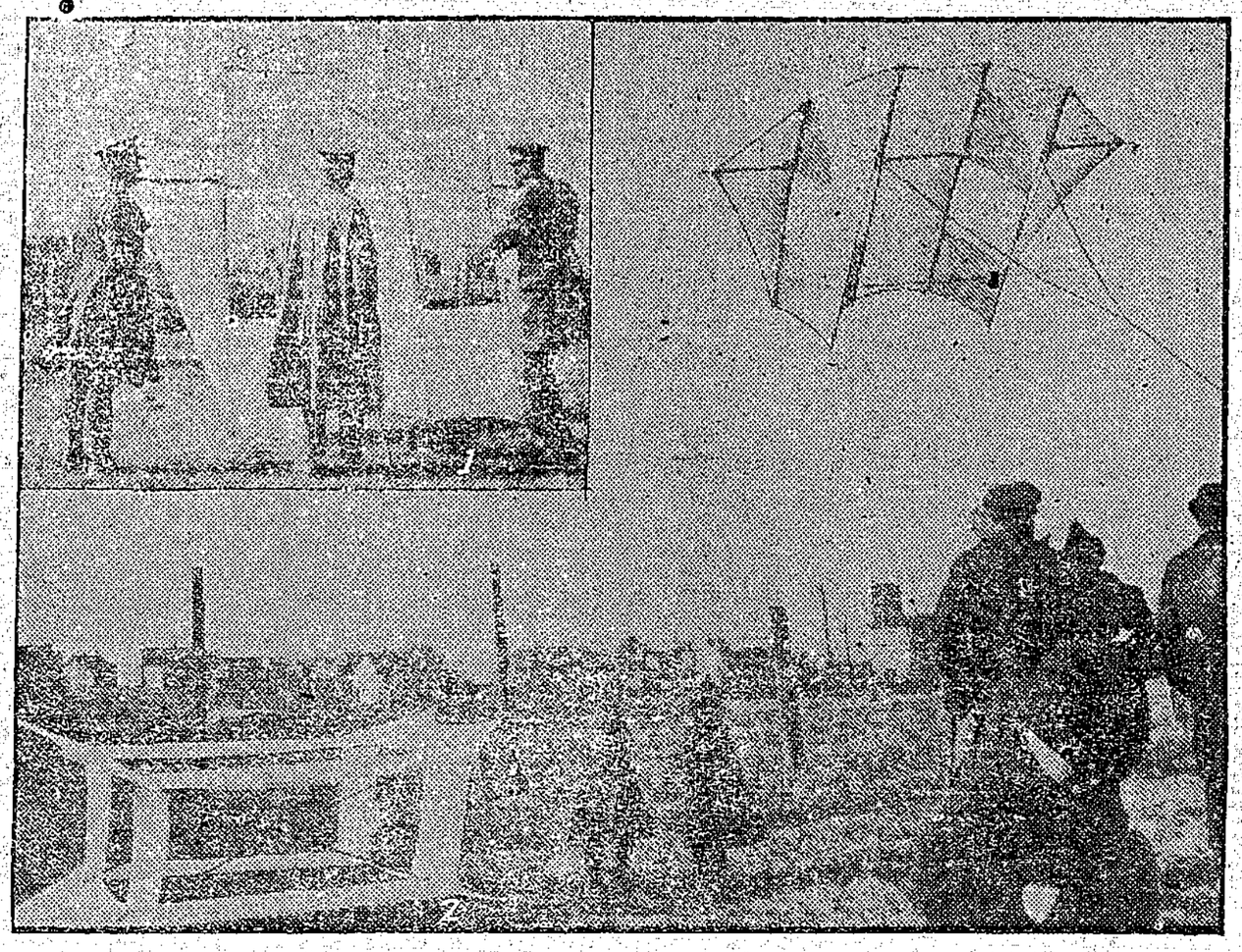
Germany's indemnity payment is to be fixed by an inter-Allied commission. An initial payment of $5,000,000,000 must be made within two years. Bonds running thirty years will be issued for later payments. Occupation of the Rhine country will continue until the Allies are assured of Germany's good faith.

Germany must help build ships to replace those she sank, help rebuild devastated regions, surrender her fourteen submarine cables and cede all German ships over 1,600 tons and many smaller ones.

She accepts the League of Nations principle, but is barred from membership for the present.

Her peace treaties with Russia and Roumania are abrogated and she recognizes the independence of states formerly Russian.

PREPARING FOR TRANS-ATLANTIC FLYING



(1) Lieut. Harris (on right) explaining Crown kite to St John officers.
(2) Starting large Crown kite—box kite resting on the left.

In future days when one takes a casual flight across the Atlantic, in a Detroit flying flivver, the success of the trip can be credited to the British Air Ministry in general, the meteorological in particular and Lieut. Guy Harris, F.R.M.S., R.A.F., specifically.

Lieut. Harris arrived in St. John recently, the only passenger on board the Canadian Pacific Steamship Montcalm. He is the commander of the Atlantic upper air investigation expedition which under the control of the Royal Air Ministry will chart every air current and make the air route across the Atlantic as sure and safe as the water pathway. Weather news bureaus will also be inaugurated to furnish up-to-the-second information regarding all aerial conditions.

A representative of the press visited the vessel and examined the special apparatus with which she was fitted for the experiments. At first sight it seems to be simple enough, for it consists only of winches, kite box kites, and a meteorgraph, but the meteorgraph is itself a complicated and intricate instrument, and kite-flying for scientific purposes is not quite the schoolboy fun that many people imagine it to be. The kites used are of three types, and the largest of these, which measures roughly, 8 ft. by 6 ft., exerts a pull in a strong wind sufficient to strain the holding power of four men.

Besides the box kite there is a crown kite, 16 feet long and 12 feet high, with a main plane and two keels; the keel kite is smaller and is used mostly as a pilot kite to assist the others up.

There are two winches, one placed on the foc'sle deck for use when the wind is aft, and the other for use when the wind is ahead or abeam, is to be sent off on the gun platform in the stern of the ship. By these means the mooring cables which are of fine steel wire very similar to marine sounding cable will be kept clear of rigging and derricks whatever may be the angle from the ship at which the kite is flying.

When the soundings are taken two kites are attached to the cable-end a pilot of light make and 400 feet behind it one of the bigger box kites carrying meteorgraph. The air currents and varieties of atmospheric pressure vary in layers upwards, and soundings can be taken up to a height of four or five miles. The meteorgraph, a comparatively small instrument combining three devices in one, records at the same time, by pen points marking a chart on a revolving drum, the humidity of the air, atmospheric pressure, and the speed of the wind, all factors of the utmost importance in the consideration of flight.

If the soundings experiments made from the Montcalm are successful a number of ships will be fitted forthwith with similar gear to that which she is to carry. Soundings in great numbers will be taken, and the information obtained will be distributed by wireless from ship to ship, and to stations in London, Lisbon, the Azores, and Newfoundland. There is also to be an immediate station on a battleship cruising on a definite area between Newfoundland and the Azores. These are the points at which it has already been decided by the ministry to establish ports of call for cross Atlantic air traffic. At each there will be repair shops, spare parts, stores, and petrol for refuelling the aeroplanes. The type of machine to be used will be a "flying boat" and thus when the proposed method of gathering news about weather conditions is in full working order, and when in a month's time official cross Atlantic flight by aeroplane begins, as it is hoped it will, pilots will be able to have their machines overhauled to "refill," and to learn the latest tidings of weather ahead at five halts on the journey. Thus the Air Ministry is reducing the risks of flight to a minimum.

It was at first proposed that these atmospheric readings should be made using balloons of the type employed by the Meteorological office in carrying out daily readings over land, but there are many objections to flying balloons from ships. The kite which is made of fine linen stretched between bamboos is strong and serviceable, and can be folded away for storage in a very small place. It is also cheap to make and quickly turned out. It may be remarked that the officer stationed at Lisbon is to be allowed full use of the observatory there for gathering weather news. The official view is that the prospects for cross Atlantic flights by aeroplane are entirely favourable, and it is hoped to make the journey without touching the Azores. Early news of conditions ahead will have the greatest influence on the success of the venture.

Lieut. Harris said that there were many difficulties experienced in the kite flying at sea, but thanks to the valuable assistance of Captain Hamilton and other members of the ship's staff everything worked out remarkably well. It is a far different thing, he stated, to fly a monster kite from a moving, lurching ship than it is from the steady ground. It is very difficult to get the kite away from the ship, and for a long time he had to puzzle out a method of getting the recording instruments up to the kite after the ascent had been successfully made. To the best of his knowledge, kites had been flown from ships only once before, and that long before the present war. During the voyage across he had made several altitude flights of 7,800 feet, and many over 6,000 feet.

The air service mentioned above, he added, will be used and charted for every sea and will cover a service of airships and the larger heavier-than-air craft, as well as 'planes. 's records made during the voyage across are in rough shape and of course nothing can be published regarding the trip until the official reports have been passed through the ministry at London. But, he added, "I am very well pleased with the results obtained and I can state without qualification that the expedition, so far, has been most successful."

Mr. Harris is a fellow of the Royal Meteorological Society, and has been engaged in scientific pursuits for the past 18 years, making his first experiments when but a mere lad. He had been engaged in scientific kite-flying several years before the war broke out, and his services were keenly appreciated by the air service.

For three years he has been attached to the Royal Naval Air Service operating around the British Isles and Dunkirk in anti-submarine work. It has been frequently stated that there never has been a ship attacked by the German U-boats while it was convoyed by a flyer.

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Maple Ridge

The schol trustees met on Saturday afternoon in the municipal hall, Haney.

Mrs. T. Paterson and Mrs. Robertson interviewed the board primarily to ask the trustees to exert their influence in persuading Miss Orr to withdraw her resignation as teacher of the Haney public school, but the conference drifted naturally into a general discussion on educational affairs in the municipality. The ladies assured the trustees that the parents of Miss Orr's pupils were anxious that her services should be retained.

Chairman Buchanan and Secretary Platt informed the deputation that Miss Orr's reason for resignation was a family one and that she desired an appointment nearer home on domestic grounds.

Then the consolidation of schools question was discussed. Secretary Platt declaring it was the talk of the Fraser Valley and a consummation generally desired to enable children in rural districts to get similar educational facilities as city children.

Trustee Davidson opined that the expense of transportation would be counterbalanced by the saving in teachers salaries, administration expenses and that the concentration of instruction would be beneficial in every way. Ruskin and Whonnock were he thought too far distant from the centre of the municipality, however, for one consolidated school.

Trustee Aikman, referring to the cost of one large school of, hypothetically, nine rooms, deplored the niggardliness of the present government and contrasted its educational policy with its predecessor's, to the disadvantage of the present. The old government defrayed the whole cost of a new school when approved, but the present regime would only contribute 40 per cent. and did not even guarantee that.

Trustee Giffin counselled the ladies to embark upon a campaign of educating the people to consolidation and its benefit it.

The chairman considered it the true solution of educational difficulties in the district and that it would be the question put before the ratepayers at the annual election next January, when Trustees Platt, Giffin and his own terms of office would expire.

Several other matters connected with the superior schols and high school examinations were discussed.

Principal Price of Haney Superior School reported at length on educational affairs in his school and the detrimental effects of the influenza epidemic and vexatious changes in the curriculum of the high school entrance examination and text books. Mr. Price suggested reforms and as a result of his communication the trustees passed a resolution that the education department take into consideration the advisability of extending to principals of superior schools the duty of deciding whether a child should be promoted to high school classes.

Trustee Aikman ridiculed the examination papers he had seen for last year and quoted as a sample absurdity the question put to a child of thirteen. "What was the morale of the people under the Hanoverian regime?".

Other criticisms of the system were freely made, Secretary Platt observing that the authorities could have adopted no better plan to keep children from going in for the high school course.

As a result of a written application by Mr. H. Phillips, a personal appeal by Janitor Roddis and the trustees sense of the inadequacy of the remuneration the janitors' salaries were increased all round to $10 per room.

Miss Paterson of Webster's Corners School earnestly desired a transference to a vacancy in Haney public school even at a lower salary and a largely signed petition of parents were even more soliticous that she should remain at Webster's Corners, where she was greatly appreciated. Unless Miss Patterson accedes to the request of the petitioners her application will be dealt with as a new one at next meeting.

A similar course was adopted with regard to Miss Deen's appliction for a transfer from South Lillooet.

The trustees decided to apply to the department to extend Miss Hand's teacher's permit. It was pointed out that the certificate was a first-class one from New Brunswick, but although there was reciprocity in these diplomas with Alberta it was not the case with the eastern provinces which was considered an anomaly.

Marketing Of Poultry Products

Marketing has much to do with the success or failure of any poultry plant. No matter how successfully the plant may be run if the marketing end of the business is not properly looked after the whole enterprise will sooner or later end in failure.

The sooner the eggs are in the hands of the consumer the greater the satisfaction and consequently the better the price received.

Every producer should get the best price possible for his products and to do this it is necessary to pay particular attention to their quality and the season at which the products are sold.

Eggs should be gathered regularly and often. All small and dirty eggs should be retained for home use or sold separate from the rest.

The eggs should be neatly packed if for private trade, they are made more attractive if put into neat cartons.

The pull is should be early so the production will be heavy. If at any time during the season the eggs become so plentiful as to cause a glut in the market forcing down the price to the cost of production it is often advisable to use a good preservative and put away the surplus for the period of scarcity which invariably follows.

Immediately following "the spring lay" the flock should be gone over and all useless cock birds and those hens that show they intend to rest for the summer, should be put into crates and fed heavily for a week or ten days and then sent to market either live or dressed according to market requirements. This culling should not all be done at one time but gradually as occasion requires, but it should be the aim to get the culling over with as far as possible before the time for marketing broilers, as the prices for fowl always drop after that.

Aim to produce the highest quality product: to market it in the best condition: to ask and to receive the highest market price.

INCREASED ICING CHARGES

As advised April 29th increased icing charges and charges for salt became effective in specified territory May 26th.

In this connection the carriers were asked to submit particulars of the items of cost upon which they relied for justification of the proposed increase. These figures, which cover regular and emergency icing stations have been supplied by the Canadian Pacific Railway for the period from July 1st to December 31, 1918, and show an average cost of $5.57 per ton for the ice. The different items included in this amount are freight, storage, shrinkage, switching, fuel and labor, but no charge is made for superintendence, etc.

The icing charges in eastern territory were raised last year and the blanket icing in transit charges of $16.00 per car on shipments destined to points in Ontario and Manitoba and $20.00 to Saskatchewan, Alberta and British Columbia, were cancelled.

The cancellation of this provision was the cause of several complaints, as consignors had no way of knowing the exact cost laid down at destination. British Columbia shippers have experienced similar difficulties, owing to tariff changes and are urging for a blanket refrigeator charge to the prairies.

There is a difference of opinion, however, as to whether the blanket charge is preferable to a per ton basis, and in order that we may have the wish of the majority of those interested in fruit shipping, we would appreciate opinions in regard thereto.

FUNERAL OF LATE JOHN O'NEIL

(From the Fraser Valley Record)

The funeral of the late John O'Neil was held from the family residence near Ferndale to the I. M. O. cemetery, followed by friends and acquaintances, all of whom respected the deceased as a man of many sterling qualities and always a friend.

The decesaed was born on June 21st, 1854 at Claheen County, Tipperary, Ireland and died on June 26th 1919.

In May 1872 he was married to Mary Moore of the same place. They emigrated to Canada in 1882 settling in Nova Scotia at Amherst, and in 1901 reached the Pacific coast settling on the present homestead, where real pioneer work has been done all these years.

Surviving the deceased are the widow and six children and twenty-four grandchildren: John with the Robb Engineering co., Amherst, N. S. William with the Granby Consolidated Co., Anyox, B. C., Thomas with Ritchie C. and S. Co., Vancouver and Agnes (Mrs. E. Lancaster), Victoria, B. C., Gertrude (Mrs. C. H. Watson) Victoria, B. C., Alice, principal of the public schools, Cumberland, B. C.

A large number of friends sent tokens of respect many arriving after the funeral. The pallbearers were: Messrs H. F. Page, W. J. Manson, Wm. Taylor, J. McGillivray, A. Parr and E. Lancaster.

The bereaved family have the sympathy of all in this their time of sadness.

Public Changes Auto Attitude

With the tremendous increase in the use of the automobile has come a decided change in the attitude of the purchasing public. A decade or two ago buyers were often influenced by considerations which today seem immaterial. Some sought the most expensive car, some the heaviest, some the machine which had achieved the highest speed in the most recent races.

Since the automobile has become a necessity standards have changed Experience has taught the motorist that price is not always an accurate indication of quality, that heavy cars mean undue expense in upkeep, and that the car which gains speed supremacy in the abnormal test of a race is not necessarily the best car adapted to the normal requirements of the average man. High price, excess weight and racing speed, then, have been generally discarded as criteria.

"The new standards are economy in price, economy in operation and beauty in designs—particularly economy in gasoline."

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Either our bread or our buns are delightful for sandwiches, in fixing up a basket of lunch for a picnic or other form of outing. They satisfy that healthy appetite which is developed by contact with nature and give you strength with which to endure fatigue. You will want to take along some knicknacks in the form of cakes and the like with which our pastry counter always abounds. Try us for the next picnic.

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