The Abbotsford Post

With which is incorporated "The Huntingdon Star"

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HILL'S STORE NEWS

Vol. I. Our Goods are the Best No. 22.

Special Values in Men's Overalls in Blue, Black and Khaki ..... **$1.25** Pair

Men's Tweed Pants .. $2.25 and **$3.50** Pair

Men's Well Made Grey Sox ..... **25c** Pair

Men's Work Shirts 75c, $1 and **$1.75** each

SUMMER FOOTWEAR

Children's and Misses Leather Sandals Per Pair ..... $1.25, $1.40, and **$1.65**

Children's and Misses White Canvas Sandals (Rubber Soles) .... 90c and **$1.00** Pr.

Women's Canvas Pumps $1.50 and **$1.75**

Women's Canvas Tennis Boots **$1.50** Pr.

Men's Canvas Work Boots Heavy Rubber Soles ..... **$2.50** Pair

OUR GROCERY STOCK IS MOST COMPLETE. OUR GROCERIES ARE FRESH OUR PRICES ARE RIGHT.

HILL'S STORE

Gazley Block ***ABBOTSFORD, B. C.***

GROWING AND MARKETING RASPBERRIES ON LOWER MAINLAND OF B. C.

The location for a raspberry plantation is one of the most important points to be considered. Here on the coast we have a wonderful range of climate conditions, ranging from sea level to elevations of hundreds of feet. The most favorable districts for raspberries, however, are the Fraser Valley from Chilliwack west to the coast, the Mission-Hatzic districts and the bottom lands adjeining them. Sandy and silt loams with sufficient rainfall to provide plenty of moisture are best adapted to raspberry culture. In the districts named canes frequently reach a height of twelve feet. The yield per acre depends altogether on the quality of the soil, the cultivation and the care given the plantation. Five hundred crates an acre is about the average, but as high as seven and eight hundred are sometimes obtained. In selecting a site, however, it is advisable to get near some good sized town, where berries may be sold locally

The leading varieties grown in this district are the Antwerp and the Cuthbert. The Antwerp is undoubtedly the best yielder, and ripens about three days earlier than the Cuthbert. If picked at exactly the right time when it is turning red, it ships well, but if allowed to get ripe immediately falls down and goes to mush. It is inferior as a canning, preserving or dessert berry, as it is almost without flavor.

There are several varieties which are spoken well of, such as the Marlboro and Superlative. Both do well in this district. The one variety, however, which has proven its worth as a producer, as a dessert, a canning, and a shipping berry, both in this and the Puyallup districts is the Cuthbert. It has the delicious sweet raspberry flavor, and is strong in tissue and fibre, making it the best shipper. I have twenty-seven acres of full bearing Cuthbert canes and find them most satisfactory.

Climatic conditions in the lower mainland are ideal for raspberry culture. Raspberries require plenty of rain and get it right up to picking time when we usually have good, dry weather which is during the month of July. 1916 was however, an exception, as it rained nearly every day during picking season This was the only bad picking season we have known for years.

In setting out a plantation no rule can be laid down which is applicable to all locations. On bottom lands of this district we plant rows nine feet apart and two feet in the rows. On the bench lands, however, where the growth is not so vigorous, the rows might be seven or eight feet apart. It is no mistake to leave plenty of room between the rows. The berries ripen better, and dry off more quickly in the morning after a heavy dew or rain.

There are many methods of culture used. The most popular system in this district, however, is the matted row, keeping the canes not less than twelve feet apart, and the row not over sixteen inches wide. Posts are set in the ground thirty feet apart in the rows. A cross piece is spiked to each post four feet from the ground to which wires are attached on each side of the row. All canes are kept between the wires.

In the fall or spring the old canes are cleaned out and the new canes tied in groups of three or four (equally divided) to the wires on each side This makes picking easier, and keeps the fruiting canes from getting mixed with the new canes. The tops are cut back about five or six inches from the ground. There are differences in opinion as to the best time to do this. To form an intelligent conclusion one should first study the nature of the plant, and assist nature instead of resisting nature in order to get the best results.

The more erect the canes grow (with no secondary causes influencing them to grow in an inclining position during the current years growth) the less chance there will be to produce laterals. Under natural conditions the cane fruits produce without laterals. It is unnatural for them to do so in ideal conditions.

(Continued on page two)

How to Leave Canada

His Excellency the Governor General in Council under and by virtue of the provisions of Section 6 of the War Measures Act, and of any other power in him residing, is pleased to make and doth hereby make the following Regulations concerning the departure out of Canada of male persons who are liable to or capable of national service or military or other character:

1. Any male person ordinarily resident within Canada, who

(a) is 18 years of age or upwards but not over forty-five years of age, and who

(b) By stealth or otherwise and with whatever object, intent or purpose leaves or attempts to leave Canada, without the written permission of a Canadian Immigration Inspector, or of some other person duly appointed by the Minister of the Interior for the purpose of giving such permission, shall be guilty of an offence against this Order and liable to a fine not exceeding two thousand five hundred dollars or imprisonment for a periord not exceeding five years or to both such fine and imprisonment.

2. When satisfied that the intended departure from Canada of any male person between the ages of 18 and 45 years inclusive, is not with the object, intent or purposes of avoiding any liability to render, or of being called upon to render, within Canada or overseas any Service, whether of a military character or otherwise, which might conduce towards the success of His Majesty and his Allies in the presently prevailing war, a Canadian Immigration Inspector or any other person duly appointed by the Minister of the Interior for the purpose of giving such permission, may grant unto such person written permission to leave, which written permission shall be substantially in the form of Schedule "A" or Schedule "B" to this Order, and in the event of a Canadian Immigration Inspector or other person duly appointed by the Minister of the Interior refusing to grant permission to leave Canada, the person so refused has the right to appeal to the Minister of the Interior.

3. Any person to whom any such written permission to leave Canada has been granted shall carefully preserve the same and keep it always about his person, and in case of its non-production upon demand made by any Immigration Inspector, or in any proceedings in any Court of Law in which the matter of the grant thereof shall be in issue. It shall be deemed prima facie for all purposes from the fact of such non-production, that no such written permission has been granted.

2. Any person who shall aid abet, or advise the commission of any offence against Regulation No. 1 of this Order, shall be guilty of an offece against this Order, punishable in a like manner and to the same extent as is in and by Regulation No. 1 of this Order provided.

3. The general operation of these regulations and the enforcement thereof are committed to the Minister of the Interior, and subject to his directions, for the purpose of such enforcement all Canadian Immigration Inspectors shall have and may excercise within Canada, without liability to any civil or criminal responsibility by reason of anything done in good faith while purporting to act under these regulations, the following rights and powers:

(a) To enter and search any ship, boat, train, car, vehicle or other means of conveyance of passengers within but bound out of Canada, and to orally examine any passenger thereon.

(b) To hold and detain any ship, boat, train, car, vehicle, or other means of conveyance of passengers within but bound out of Canada, untill completion of any necessary examination by such inspector of the passengers thereon.

(c) To cause direct or authorize the removal of any passenger or foot passenger from any ship, boat, train. car, vehicale or other means of conveyance of passengers within but bound out of Canada, or from any

(Continued on page two)

UNVEIL MASONIC ROLL OF HONOR

(From Fraser Valley Record

On Thursday evening last the Honor Roll of Pacific Lodge, A. F. & A. M. was unveiled at the Lodge, G. Master Astley and other Grand Lodge officers being present. Abbotsford A. F. & A. M. was represented by a number of their members.

After the unveiling of the Roll Pacific Lodge entertained their guest in the banquet hall of the Lodge.

The following are the names on the Honor Roll;

Bro. E. T. Bushby.
Bro. R. S. Quirk.
Bro. Archie Beaton.
Bro. Charles Howard.
Bro. Capt. D. B. Martyn.
Bro Fred Plumridge.
Bro. Thomas A. Clegg.
Bro. Norris Winch.
Bro. Harry Huston.
Bro. Theo. E. Jones.
Bros. Thos E. Jones
Bro. James Fennel (Dead)
Bro James McIllwaine.
Bro. H. M. Reade.
Bro. Rev. Wm. D. Scott.
Bro G. D. Thibault.
Bro. D. H. Docksteader.
Bro. G. A. Docksteader.
Bro. J. R. Pake.
Bro. G. V. Storkey.
Bro. F. H. Creighton.

MT. LEHMAN NEWS

Miss Tweedie Read, of Vancouver, and Miss Annie Reid, of Aberdeen spent the week end at Mr. Dan Nicholson's.

Mr. and Mrs. Jas. McEchern and children, of Clayburn, spent Sunday at the home of Mr. Sandy Gillis

Misses T. Reid and D. Jones spent the week end at Miss Reid's home in New Westminster.

Mr. Robert Slide, of Craig, spent Sunday with friends here.

A number from here spent the 24th at Glen Valley and took in the dance in the evening.

Mrs Josiah Isreal is visiting friends in the Royal City.

Roads Getting Better

Much work is being done on the roads of the district this past week or ten days, and they are now getting into good shape.

The Hatzic Dewdney road has been attended to and the little holes filled up with gravel. The road is now in good shape and all that is required is a little oil on the road as far as Hatzic; it would mean prosperity for the fruit growers and keep the luscious fruit along Hatzic front road free from the ever flying dust. The small fruit farms along this road require this protection Fruit prospects look good but the fine dust will not add to the value of the fruit when it comes to shipping it to the prairie markets.

Word has been received by the Mission Auto Club that the road to the Stave Falls bridge will be put in better shape shortly. It is quite passable, but you know it might be better with very little expense.

The Huntingdon-Riverside road is now much better shape than it was a week ago. Work has been going on filling in the holes and ruts.

Both the Yale Road and the Dewdney Trunk road are in good shape to the coast; and the Chilliwack road in particular good shape.

There was report current this week that Washington Street was to be given its annual bath very shortly.

No Fall Fair For Matsqui

No fall fair will be held at Matsqui in Gifford this year. Many farmers there, will be boosters for Mission though.

Mrs. Harriet Faulkner Matsqui won the cut glass water jug, presented by Mrs. Liddle for Prisoners of War Fund on ticket 86.

It is bound to be a hot summer. There are no less than four ice cream parlours booked for Mission City this summer.

PERSONALS

Mr. Maines has gone back to the General Hospital in Vancouver.

Mr. and Mrs. Paul Taylor and family and Mr. and Mrs. Shaw and family motored to Chilliwack on Sunday.

Miss Ina Fraser spent the week end with her sister, Mrs. Stephens in Chilliwack.

Mr. and Mrs. Bedlow and family motored to New Westminster on Sunday.

Mr. and Mrs. Morton and Mr. and Mrs. Lewis from Vancouver were the guests of Dr. and Mrs. Swift on Victoria Day.

Mr. H. Nixon spent the week end at Mr. Ben Nelson's where his wife and children are staying for a few weeks.

Master Howard Sutherly has been very sick with an attack of appendicitis.

The Misses Steele spent Victoria Day at Veder Mountain.

Miss Young from Vancouver spent the week end with her friend, Mrs. Swift.

Mr. and Mrs. Anderson, Jessie and Jeanie were visitors to Sumas on Saturday.

The Ladies Aid will be held at Mrs. J. Vavetta's home on Wednesday, afternoon, June 6.

Sunday, May 27, was Decoration Day. Mr. and Mrs. Thomas and boys went to Bellingham for that purpose.

Mrs. Shaw and little boys were in Vancouver part of last week visiting at her father's.

Mrs. Parton is in Vancouver this week attending the Women's Auxcouver.

illiary. She is Secretary-Treasurer, of the Abbotsford branch.

Mrs. Henry Smith spent a week in Vancouver.

Mrs. Dan Emery was a visitor to Vancouver this week.

Bees are the order of the day. sutherbys had two swarms and Zieglers one this week. Few have swarms in May.

MASONIC WHIST DRIVE AND DANCE

The Masons gave a very pleasant evening May 25th. in the Masonic Hall for the benefit of the Red Cross 18 tables of whist were played and a table of seven played rummy, who were to late to join the whist. Every person seemed to enjoy themselves by laughter through the Hall. Mrs. A. Taylor got the ladies prize a silver sugar shell, while Mr. McMurphy, Immigration officer at Huntingdon carried away the gentleman's 1st, a jackknife, Mrs Scotvold won the ladies consolation prize, a can opener, and Mr. A. M. King a coat hanger. A very nice lunch was served. After lunch most everyone joined in the dancing until 12:30 Miss Nelson and Mr. Morgan furnished the music.

Among those present from Huntingdon were Mr. and Mrs. Henderson, Mr. and Mrs. McMurphy, Mr. and Mrs. Cobley, Mr. and Mrs. Kickbush, Mr. and Mrs. Hart and Miss King.

Thirty-seven dollars and eighty cents collections.

The May Day Committee of Abbotsford wish to thank everyone who assisted in the preparation for May Day as their services were much appreciated.

Wanted a Complete List

The Post would like to have a complete list of the names of the boys at the front. Our list is somewhat out of date, and we will esteem it a favor if those knowing names that we have not will send them to us or leave them with Mrs. Taylor of Abbotsford.

The many friends of Mrs. Lee will be pleased to see her home again after her stay of several weeks in hospital.

CARD OF THANKS

Mrs. H. Gazely and family wish to thank their many friends for the kindness and sympathy shown during their sad bereavement.

The Post received a nice letter of thanks for the free advertising for May Day. It was done as a matter of duty, but the thanks makes us feel so fine we might do it again.

THE ABBOTSFORD POST

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Our Shibboleth—Neither for nor agin' the Government

J. A. BATES, - - Editor and Proprietor

FRIDAY JUNE 1, 1197

Growing and Marketing Berries

(Continued From Page One)

They produce larger fruit without laterals.

The method adopted in the Mission-Hatzic districts is to cut the tops back during the winter or early spring while the growth is dormant. No laterals are produced. Canes without laterals are more easily managed. They produce larger leaves larger buds, hence larger and better fruit, which is the object desired.

Harvesting

The picking of the crop usually begins about July 1st, and lasts about four weeks. As far as possible pickers are engaged several months in advance of the picking season. Summer cottages, mattresses, stoves, camp cooking utensils, and fuel are provided. Women and school children do the picking. It requires ten good pickers an acre, or a larger number of indifferent pickers.

This year we are faced with an acute labor situation. The women's organizations in Vancouver and Westminster are, however, emulating the example of the women of England and France, and are arranging to come to the rescue by picking berries and working on the land until such times as labor conditions right themselves. The prices we expect to pay for picking this season will be the highest ever paid for picking raspberries in Canada or the United States, fifty cents for picking fifteen pounds of berries.

Pickers are provided with a cup-carrier attached to the waist. Berries are picked into the shipping cup When full this is transferred to the carrier which holds half a crate. this when full is taken to the packing house where the picker's talley card is punched for the number of cups brought in. Overseers are placed in charge of twenty-five to fifty pickers, whose duty it is to see that each picker picks her row clean and finishes it before going to another row. The berries in the packing house are inspected by experienced women, graded according to their condition and shipped to their various destinations.

If it is purposed going into raspberry growing on a large scale, say, over three acres, I would advise getting into the large raspberry producing districts. A great many of the berries have to be shipped to distant provinces in refrigerator cars under ice to arrive with any degree of safety. This can only be done through co-operation.

Marketing

The most serious problem facing the grower is the marketing of his crop profitably. In this district, when a limited amount of berries were produced the demand was keen and prices good. The berries were sold direct to the retailer and consumer. Each grower had his private trade at good prices and labor was reasonable and plentiful. These favorable conditions naturally led to greater production. Many larger plantations were set out New growers came to the district attracted by the apparent easy money, and by the energetic real estate agents. These new men had not the private trade nor the experience of the pioneer growers.

With the increased production growers began encroaching on each other's private trade, and then consigning large quantities to commission houses without any knowledge of the market conditions in the towns to which they were consigned. The natual result of this was low prices, in some cases no returns at all. Frequently the grower was billed back with the express charges on the goods he had lost entirely. This led to many growers going out of business. Other new growers came in took their places, and the same state of affairs went on.

In 1913 the organization known as the "Fraser Valley Growers" was formed with the object of handling and controlling all the raspberries in the surrounding districts. The prices netted by the growers were satisfactory, but not as good as should have been obtained, owing to the fact that much of the out put of the district when in express shipments to commission houses, coming into direct compettition with car-load lots. In several instances so many went out by express that the cars had to be held over until the next day to get a load. Other cars went out light loaded bringing the cost of transportation and icing much higher than it should have been.

The season of 1916 was disastrous owing to the incessant rain during the picking season. About thirteen cars were shipped, but the berries were full of water and would not stand up to reach the distant markets. They had to be sold on the nearby markets, which were consequently glutted. The prices realized were to some unsatisfactory, while others considered themselves fortunate in getting anything above the cost of crate and picking. The canneries were both congested, and there was absolutely no outlet for the berries.

During the season of 1917 the Mission-Hatzic districts expect to ship thirty or forty cars of raspberries. These will doubtless be controlled by the "Fraser Valley Growers," although there is yet much to be desired in its support from the district, which is absolutely necessary to success.

During the last twenty-five years this district has seen many attempts at organization. Each attempt usually lasts about two years and then disbanads. In about a year's it starts over the same ground again.

The principal reasons for dissatisfaction are that the shipper who refuses to join any association can always get a little more for his berries than the organization can net its members. He can sell direct to the retailer and consumer, where the organization must, in order to dispose of large quantities, use the established channels of business, viz., to the broker who sells to the wholesale houses, the wholesale houses to the retailer, and the retailer to the consumer. The independent shipper can, therefore, sell for less money and yet receive more for his berries than can the organization, as he has only one commission to pay.

What would be the result to the same independent shipper if the association did not watch and regulate the supply for each market? The result would be, that within three forty to fifty thousand crates would be dumped onto the market without any systematic or intelligent distribution. This would mean disaster to the industry, and to the independent shipper as well.

If we note the history of the most successful co-operative organizations it will be found that they have all had their troubles and made mistakes in some way. All have passed through the same conditions of dissatisfaction, members breaking away and mistakes in mangement. The only organizations, however, which have attained any degree of perfection or success, are the ones who have stuck to it. Every one learns by experience, and it is foolish to throw away two or three year's experience. This has cost money and is valuable, even though mistakes have been made.

It is recognized by all intelligent people that co-operation is the only system whereby the fruit industry has any reasonable hope of success in the future. The only way to have a successful organization is to elect the best men in the district as directors and officers, then have confidence in them and give them a chance to make good by giving them your whole hearted and loyal suppost.—M. F. Shook in Canadian Horticulturist.

ABBOTSFORD DISTRICT BOARD OF TRADE

President, Hope Alanson Secretary, N. Hill
of Abbotsford, 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.

REGULATIONS OF DEPARTURE

Continued from page one.

bridge, wharf, road, or other avenue of departure from Canada.

(d) To suspend or hold up, or cause to be suspended or held up, for as long as time as requisite to complete any necessary examination of vehicular or foot passengers, all traffic on or approaching any bridge, wharf, railway station, road or other means or avenue of departure from Canada.

(e) To demand and require from all persons whomsoever who may be present when their assistance is required by such inspector ,any necessary assistance in the carrying out of the proper examination of all passengers by ship, boat, train, car, vehicle or other means of conveyance of passengers within but bound out of Canada, or of foot passengers on or approaching any bridge, wharf, road or other avenue of departure from Canada.

(f) To arrest without warrant and to detain in any custody, and at any convenient place or places within Canada, until the Minister of the Interior (to whom a report of every arrest and detention shall be forthwith after such arrest or detention made) shall direct the disposition of such person, any person found committing any offence against this order

4. Any person who shall omit or refuse

(a) to permit access on the part of any Immigration Inspector to any ship, boat, train, car, vehicle or other means of conveyance of passengers within but bound out of Canada, for the purpose of examining any passenger thereon or

(b) To truly answer any question addressed to him by any Immigration Inspector as to his identity, residence, age, occupation, intention of leaving Canada, or his objects or purposes in leaving Canada.

(c) To remain within Canada with any ship ship, boat, train, car, vehicle or other means of conveyance of passengers which is under his control until the completion of any necessary examination by any Immigration Inspector of the passengers thereon, or

(d) to leave any ship, boat, train car, vehicle or other means of conveyance of passengers within but bound out of Canada, or to leave any bridge, wharf, road or other avenue of departure from Canada and to go where he may be by any Immigration Inspector directed, or

(e) to obey any order of an Immigration Inspector to suspend vehicular or foot traffic on or approaching any bridge, wharf, railway station, road or other means or avenue of departure from Canada, so that such Immigration Inspector may complete any necessary examination of vehicular or foot passengers, or

(f) to assist when present, upon demand or requirement made, any Immigration Inspector in the carrying out of a proper examination of all passengers by ship, boat, train, car vehicle or other means of conveyance of passengers within but bound out of Canada, or of foot passengers on or approaching any bridge, wharf road or other avenue of departure from Canada;

shall be guilty of an indictable offence and be liable on indicament or summary conviction to a fine not exceeding one thousand dollars (1000) or imprisonment for a period not exceeding two years or to both such fine and imprisonment

5. Nothing in this Order shall be deemed to apply or to extend to any member of

(a) The military or naval forces of Canada when actually acting upon any military or naval business.

(b) The crew of any ship, ferry-boat, street car or railway train of any company or system whose ships, boats or trains ordinarily ply between any place within and any place without Canada, when actually acting as one of the such crew.

(c) The crew of any ship or boat which ic ordinarily engaged in Canadian coastal trade, or any Canadian fishing vessel which is bound to any fishing ground when, in either case acting as one of the crew.

QUALITY CHICKEN MEAT.

Crate feeding on milk mashes will do more to put quality in chicken meat than any other practice. The small portion of the consuming public that have eaten crate, milk fed poultry have no desire to purchase the range and yard fattened birds, as there is such a great difference in the quality of the meat of the birds handled under the two different sytems.

Crate feeding on milk mashes is a simple process that may be practised on a few of many kinds of birds. At the Experimental Station for Vancouver Island, slat crates accomodate eighty birds were prepared and five birds of an average weight of three and one half pounds were confined in each section. These birds were fed for a period of fourteen days and made an everage gain of two pounds per bird. The meal mixture used was sixty per cent. wheat middlings and forty per cent corn meal. To this was added three ounces of salt for each 100 pounds used. The birds were starved for twenty-four hours and given a mild dose of Epsom salts before feeding commenced. They were fed sparingly the first day and the qauntity of feed increased at each meal until they were on full feed at the end of the third day. The alloted quantity of meal for each feed was mixed with sour skim milk to the consistency of porridge. Three feeds were given each day at intervals of six hours. Grit was supplied once each week and chopped green Swiss chard was given daily at noon.

The quantity of the meal mixture and skim milk required for a pound of gain was but one pound; thirteen ounces of meal and three pounds four ounces of skim milk.

Valuing the meal at three cents per pound and the skim milk at fifty cents per hundred pounds, the cost of each pound of gain was seven and a half cents.

Starting with three and a half pound thin birds and increasing them to five and a half high quality birds at a cost of fifteen cents each, the five and a half pounds of first quality chicken meat was sold for twenty-seven cents per pound, which was an advance of nine cents over the ruling price for the not specially fed birds. Thin three and a half pound birds were selling at eighteen cents per pound or sixty-three cents per bird. The added fattening weight brought them up to the five and a half pound weight and increased the quality and value of the original three and a half pounds so they were sold for one dollar and forty-eight cents per bird. In other words, a sixty-three cent chicken was, by the crate milk feeding method, at a cost of fifteen cents, converted into a first-quality chicken that sold readily at one dollar and forty-eight cents. Quality in table poultry will sell it. Quality in table poultry will lift the industry to the level attained by other competing food products. Cull poultry will always be just as hard to sell as cull apples. Try crate milk feeding a few birds for your own table, eat them and you will not want any other kind. Quality will count with you ever afterwards."

CANADIAN ENGINEERS IN URGENT NEED OF HORSEMEN

Opportunities for men Accustomed to Horses.

The 6th Field Company Engineers have just received an urgent call for a large number of mounted men as drivers etc. in this important branch of the Service, and are making an appeal in this district, where men are plentiful.

There are undoubtedly quite a number of men, who being good hosemen, would be ready and willing to join if they were assured of being used as mounted men.

For some time past there has not been any great call for mounted men and this opportunity should not fail to appeal to those who wish to serve in this capacity.

For the information of those desiring to enlist as mounted men, it is stated they should be medically examined by a local doctor, and if considered fit, mail their papers to the Recruiting Officer of Engineers, Canadian Engneers Recruitng Office, coroner of Hastings and Homer, streets Vancouver B. C., when they will be immediately provided with transportation to Vancouver. -Mechanics, tradesmen, miners, and general handy men are also badly needed in the Canadian Engineers.

Caller: "Is your husband in, Mrs. Maguire?"

Mrs. Maguire: "Yis sor."

Caller: "I'd like to see him."

Mrs. Maguire: "Ye can't sor. He's in for three months."

See me now about that Insurance

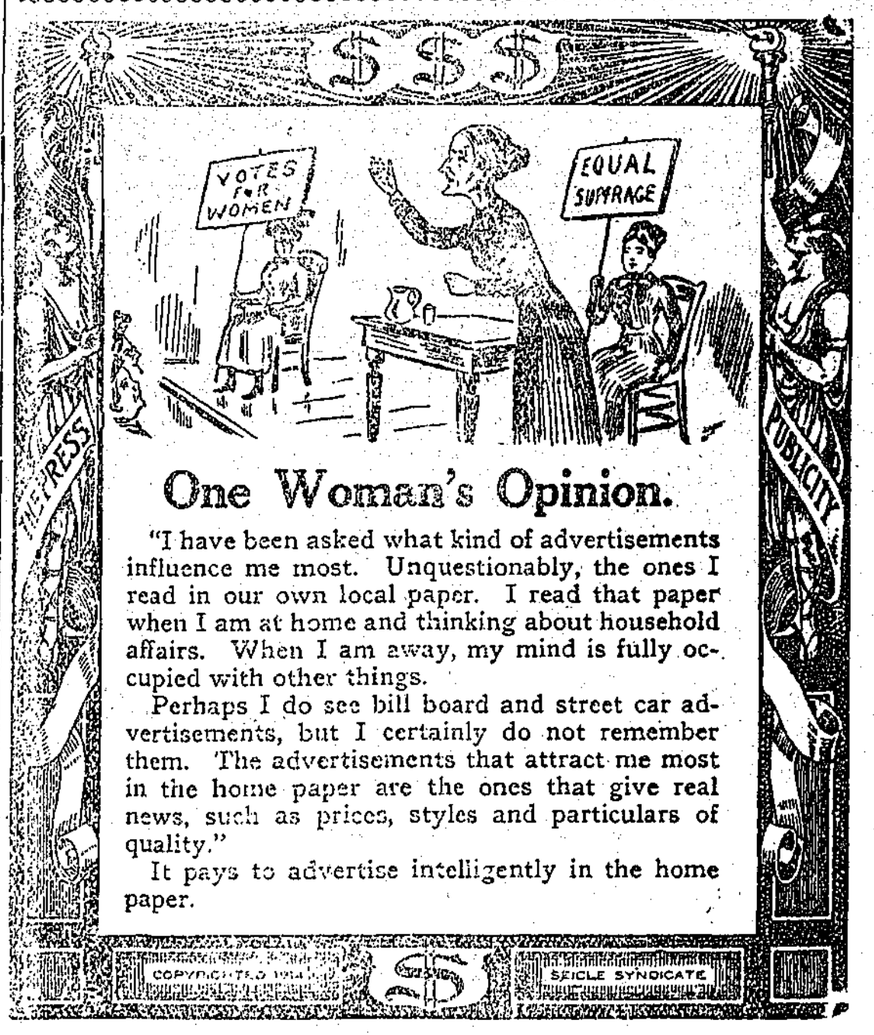
FIRE :-: LIFE

Etc., Etc.

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

A. McCallum

Abbotsford



ABBOTSFORD HONOR ROLL

Abbotsford and District has done magnificently in sending her sons to fight for the freedom and rights of the British Empire and her Allies.

ROLL OF HONOR

Unveiled With the Names of More Than Seventy Names February 6th, 1916.

Rev. J. L. Campbell of the Presbyterian Church on Sunday February 6th unveiled a roll of honor in respect and memory to the volunteers and soldiers who have gone to the front from Abbotsford and district. The text from which he spoke was "Greater love hath no man than this, that he lay down his life for his friend," and as an illustration the famous painting "The Great Sacrifice" was used. The roll contains over seventy names, the first seven named having already given their lives for 'King and Country.'

The following are the names:
W. A. Ferguson, killed.
H. E. Lloyd, killed.
J. McDonald, killed.
H. R. Gray, killed.
E. O. Collinson, killed.
A. Ames, killed.
J. F. Green, killed.
Sergt. Chas. Tupper McPhee (Kld)
F. Brown, invalided.
H. Grimley.
A. Teng.
A. Hill-Tout.
L. Trethewey.
J. Fraser,
S. McPhee.
C. Hulton-Harrop.
G. E. Hayes.
M. Rhodes.
A. Hicks.
O. Hicks.
Chas. Wooler.
G. Gough,
A. R. Flummerfelt.
J. Kirkbride.
A. C. Dudden.
D. Geddes.
H. Johnston.
P. J. McLagan.
J. Hands.
S. Knott.
W. Laird.
H. Gordon.
A. G. Adams.
G. N. Gillett.
J. Aitken.
O. Kidwell, killed.
R. Hughes.
T. Usher.
T. Perks.
A. Pegram.
B. Pottinger.
B. W. Suthern.
E. A. Chapman.
M. W. Copeland.
A. Mallalue
A. Healey.
J. Welch.
A. A. Fermour.
T. Donnelly.
E. Anderton.
A. A. F. Callan.
J. Bousfield.
C. Bayes.
R. Peters.
T. Davis.
T. Mawson.
Geo. Knox, died, pneumonia.
Henry Knox.
Fred Knox.
R. Smart.
S. Finch.
W. Bowman.
E. Chamberlain.
K. Huggard.
J. Munro.
T. Smeeton.
A. Williams.
J. McCormack.
John Gillen.
Hilliard Boyd.
D. Campbell
J. Downie.
Percy Wilson.
Manlius Zeigler
Ed Barrett.
V. Hulton-Harrop.
W. Campbell.
Stewart McGillivray.
E. B. de la Giroday
Jack Parton
H. Skipworth
R. Ramsay
A. Mitchell.
Peter Pearson.
Geo. Sharp.
F. Beale.
H. Arnold.
Tom Campbell.
Robt. Sim.
H. Skipworth.
J. O. Williams.
Ernest Gazley.
Clarence Gazley.
Andy Ellwood.
J. L. Sansom
John Sinclair.
Albert Davenport.
Harold Walters.
Guthrie King.
Matt Nelson.
Matt Higginson.

The following have recently enlisted for overseas service:
Robert Gillen
Frank McCallum
Walker Wallace
Charles Hill-Tout
Willie Hill-Tout
H. McKinnon
Kenneth McGilivray.
H. Green
A. A. Fermor

What are we, who are left behind, going to contribute towards the Canadian Patriotic Fund, as our share, to equal the sacrifice of those who have died or enlisted for Overseas Service. Give a monthly subscription.

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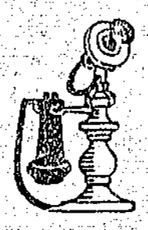

Saving daylight is a big topic at this time of the year. Everyone endeavors to make the most of the daylight hours. In these modern times, life each day is fuller, and each hour must mean far more than it did yesterday.

There is no better aid to daylight saving than the telephone. Nothing can help you more to make each successive hour of greater value.

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A lad with upwards to a year in France wonders if certain of his old school mates ever met the following lines.

(THE MAN WHO WOUN'T)

Don't you feel a little lonesome
As you walk the city streets
And see the seigns that's realy
ment for you?
Don't you feel a little shameful
And every step you meet
A lad that's drest in Khaki
eying you?
Have you chosen to ignore them?
Have you stopped to count the
cost?
In future years you'll figure up
toll
You'll have earned the name
of slacker
And the chances you have lost
Will mark the desolation of your
sole.
Dont think twill be forgoton
And the question to be answered
first of all
Will be what was the Batt.
You served with in the war.
Can you tell them that you
never heard the call?
You'er at work in store or office
There are girls to do your job
A better payroll's waiting
for your name
There are comrades waiting for you
There are medals for your fob
And honors that are waiting for
your dome
Why! there are some men that
are longing
For to take that trip to France,
But are hampered, age or sickness
foils the plan
I could bring them here
by dozens
That would go with you on
chance
If it's just to help you play
the man
If it's dying that you're scared
off.
Well you got to die some
day
You are bound to live through
you're alloted span
And if death should
claim you
Can you find a better way
Than meeting him a soldier,
and a man?
You'll be the first to do
the shouting
At the finish of the war.
You'll stand among the women
with a flag,
You'll be choering for your
empire
As you never cheered before.
You'll go back to office, store
or workshop
And find your paycheque
waiting with a con
A smiling boss will tell you
You're not wanted any more;
The job you held is handed
to a man
813858

HAPPILY WEDDED

The only daughter of Mr. and Mrs Fred Tunbrilge, of Cedar Valley was happily wedded to Mr. R. A. King, of Sydney, Australia on May 22nd. at Seattle, Wash. the wedding was a quiet one, the happy couple returning to Mission City after visiting several parts of the States on their honeymoon.

Smashing German "Sub Bases

(By Admiral B. A. Fiske)

Can Germany be defeated by a gigantic allied air attack on one or more of her naval bases by torpedo-planes, the invention of Rear Admiral Bradley A. Fiske, U. S. N., which was refused by the United States government, but has since been developed and used with remarkable success by Great Britain and the Central Powers?

This is the question that just now is engaging the attention of many familiar with the results already achieved and which indicate the tremendous possibilities of this newly-discoverel weapon of the air. What could have been accomplished had the American government departed from its policy of decrying naval aviation and encouraged Admiral Fiske to perfect his invention, can readily be realized in view of the service the torpedo-plane has rendered both contestants in the present struggle. And now that the eyes of the world are turned to America, from whose Yankee ingenuity it is expected will issue the death knell of the submarine menace it seems more than probable that this must come through the medium of the air.

Naval Attack Advocated

The advisability of a combined allied naval attack on the German coast has been suggested and even advocated, and with the armies of the entente and the Central powers seemingly deadlocked, it has appeared a most feasible way of reaching the heart of Germany. But, as has been pointed out the loss of life and ships would be enormous, even in the event of victory, and the allies cannot afford such a costly defeat. But an attack with airplanes equipped with torpedoes, even though unsuccessful would not seriously embarrass them.

Speeds Towards Prey

The torpedo-plane, as it is called by admiral Fiske, is launched from the land or the deck of a ship, and after rising some 6,000 feet stays at that elevation until its target is sighted. Then it rapidly descends at a precipitous angle.

It approaches as near as 1,500. yards. The interval is augumented in proportion to the offensive powers of its antagonist. When about twenty-feet above the water the torpedo when it is pointed directly at the target is released. It automatically takes a certain depth and travel's toward its prey at a speed of some thirty-five miles an hour. It carries explosives powerful enough to blow up the biggest battleship.

Simply stated, the torpedo-plane is nothing more than an airplane equipped to carry and release a torpedo similiar to those carried by submarines. But unlike the submarine, which is restricted to the sea, it is equally effective wherever a body of water can be found for it to travel in. No harbor, however guarded from sea approach, is immune to it unless well protected from air attack.

Proved a Success

It is a matter of astonishment that while this formidable weapon was quickly recognized by other nations the United States navy department did not appreciate it. The torpedo-plane was used by Lieut. Boyle of the British navy to sink four Turkish vessls in the Sea of Marmora and when experimentally tested by Capt Guidoni of the Italian navy upon the standard naval target, 3,000 yards distant, it made nine hits out of a possible ten.

On May 2, the British admirality announced the sinking of the steamer Gena, 2,784 tons, off Aldeburgh (Suffolk, England), by a torpedo discharged from a German seaplane. In view of these evidences of another American invention refused here that has made good abroad, it cannot be wondered that our government has been criticized for its shortsightedness. The submarine, the telescope gun sight (which has made modern naval gunnery possible) and the machine gun, although invented in the United States, were first used by other nations.

Recent dispatches from the front tell of the success of the British airmen operating over Zeebrugge. Although furiously attacked by anti-aircraft guns and German planes, they have been able to map the entire Ger. defences on the Bel. coast. What is more, they have changed these maps as the Germans have changed their defenses. The turning of a spadeful of earth, a trowel of cement added to a bastion along the coast cannot be done without a note appearing a day or two later upon the long chart which adorns the record office of this particular squadron. A machine may have come down from the clouds eddying like a withered leaf, to crash somewhere behind the German lines; there may be, somewhere near the shore, a broken boy, in goggles and leather, lying amid the wreckage of his last flight; but such is the price paid for mere dots added in red ink to a couple of feet of chart, and as long as the photographic machine returns with its camera intact the price is paid ungrudgingly.

Now if Zeebrugge can be mapped, its defenses accurately put down in black and white, there is little doubt but what the Kiel canal, Wilhelmshaven and even invincible Heligoland itself could likewise be taken care of. And with this information it is possible to conjecture what a great fleet of torpedo-planes could do to Heligoland, the Gibraltar of Germany.

This tiny island is thirty miles from the German coast and it is only a dot on the surface of the sea in size, but—

It protects the coast of Germany from attack.

It makes a "complete blockade" impossible.

It keeps at bay all the strength of the proud navy of Britannia.

It provides a base for Zeppelins and airplanes that make daring swoops from their island aerie on coast towns of England, and for submarines, even more dreaded.

It is manned by 364 guns, of which 100 are 42-centimeter, or very little less, and is deemed impregnable.

It is the nucleus around which the program of the entire German navy revolves.

Bombarded From Above

Let us imagine a great fleet made up of the most powerful vessels of Great Britain, France Russia, Japan and the United States. Upon these warships are torpedo-planes, a large number of them. Under cover of a murky day they are taken to a point just beyond the range of the Heligoland guns. At a signal they leave the battleships and ascend six thousand feet or more. By careful calculations they approach within two miles of the island, descend and discharge their torpedoes, each of which is sufficient to blow up a battleship.

The defenders will undoubtedly be aware of the approach and their huge guns will bark, while from the air a counter attack will be discharged. Some of the torpedo-planes will undoubtedly be hit, but many will attain their objective. Suppose this maneuver is repeated several times. It is improbable that the 240-foot wall, although sixteen feet thick will long withstand the tremendous destructive force of the torpedoes.

Would Complete Blockade

Eventually the defences of one side of the island will be rendered harmless by the undermining process. The great guns of the battleships can then be brought into play and in time will reduce the island to the mere spot it was before the Kaiser undertook its development. With this accomplished, the blockade of Germany will be complete and the most dangerous of the submarine bases distroyed.

The Kiel canal would in the same manner be reduced and the landing of a huge army made possible. In attacking the Keil canal, it is pointed out, the torpedoes would release great masses of earth like those that closed the Panama canal at the Culebra cut and thus sever the jugular vein of the German navay.

Admiral Fiske's bold conception is not a dream, but a potent reality. Whether or not the wooden ship campaign inauguated by the United States will offset the activities of the submarines is yet to be determined. But should its energies be directed to the project here outlined, it is not to much to assume, in view of the evidences offered, that success would not be beyond the limits of probability.

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