VICTORIA Provincial Library

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The Abbotsford Post

With which is incorporated "The Huntingdon Star"

VOL. XXI., No. 19. ABBOTSFORD, B. C. FRIDAY, MARCH. 18, 1921 8 $1.00 PER YEAR

The Captain And The Ferry

(From the Fraser Valley Record)

The duties of Capt. McKenzie as captain of the Mission-Matsqui ferry ended on Saturday evening last and the new captain, Mr. Walker is now in charge.

On Monday a petition was circulated in the district asking that Mr. McKenzie be re-instated as master of the ferry, and over four hundred names were attached to the petition It was decided at the meeting of the board that others be given a chance to sign the petition and it is anticipated that many more have by now willingly signed.

By the appearance of the number of names being placed on the petition the number of serious complaints against the captain are not so numerous that it should have cost him his position.

Since taking over the ferry Mr. McKenzie has purchased a home in Mission City and became one of our citizens hoping that faithful and competent service would enable him to retain his present position even under a change of government, but the axe has fallen, and he has now been replaced by another.

It is reported by those who took around the petition that no serious objection were at any time met when a signature was asked. Had there been a decided disapproval of the actions of the captain this would have undoubtedly been met with.

In endorsing the petition the board of trade members feel that they are helping to protect one of its citizens, and in doing so is serving the object for which a board of trade is organized. In all probability those who sign the petition are of the same mind.

The petition may not win out the support of the government in re-instating the captain but it will have the result of showing the department of public works that their action in this matter has been altogether too hasty, and that the general public are not in accord with the action of the government.

But do you think that will bother our government?

Two pospective publishers visited our town this week soliciting advertisements for a new paper for Abbotsford. It is understood they met with success and the paper is to be decidedly Liberal in politics. In order to make the new publication popular, the school children are asked to suggest a name. One suggestion is that it be called "The Baby Doll." We wish our prospective contemporary every success.

Bowser Asks Where Money Goes

VICTORIA, March 14. — The four million dollar loan sought on behalf of the Pacific Great Eastern Railway afforded Mr. Bowser an opportunity yesterday afternoon in the House of giving the members, and especially the cabinet ministers, his opinion of the management of the road during the past four years o the criticism levelled at Premier Oliver, as Minister of Railways, for appointing A. B. Buckworth as manager of the railway.

The minister of finance had explained, stated Mr. Bowser, that the new loan was for the purpose of laying steel to Fort George. In his opinion it is likely to become a hardy annual. A similar request was brought forward last year and he had no doubt there would be another one next year.

The excuse in former years was that the P. G. E., was a lesacy from the former administration. Roundly abused by the Liberals when they assumed office, they had not been so slow to extoll its wonderful features, scenic and otherwise, and of never failing to point out the territory it would open up. The people had the right to know the amount it was going to cost them for having the pleasure of a premier build and operate a railway for them.

Last year the premier gave us the impression that the road would reach Fort George in Septemb 1921. "I said at that time," said Mr. Bowser, "that it would not be there by that time, and I am confident that it will not be there before September 1922. The premier's course as a railway expert was unpopular among the taxpayers."

The attorney-general: "They did not vote that way."

Mr. Bowser: "Yes they did. The fact is that 39 per cent. of the vote cast was for the government and 61 per cent. against them."

Mr. Bowser then went on to deal with the plea that the extra four millions now asked for had been made necessary by increased wages and the increased cost of materials The premier should surely have been able to make some sort of reasable calculation of these items a year ago. And yet, not only had the four millions voted last year been spent, but also an additional $750,000, raised by special warrant immediately after the election, and the road isn't into Quesnel yet, The situation had been concealed from the electors, but the money was raised as soon as the election was over, although the legislature was when then on the point of meeting, when the money could have been voted in a regular way.

Moreover, Mr. Bowser figured out that the actual increase in wages and cost of materials had been 54 per cent., and this assuredly was not sufficient to account for or justify the present demand for another four millions. Last year also it was stated that some of the money then bor-

(Continued on Page Three)

I have now a full line of the following Stock Foods and Disinfectants:

Zenoleum —A de-orderizer of national reputation; also a disinfectant for poultry and stock. Guaranteed the best of its kind on the market.

Animal Invioragtor —(Woodhouse) one of the best invigorators for horses and cattle during the cold wet days of winter. Some stockmen think there is nothing like it.

Creameal —Best on the market as a perfect food for all young stock. It is just the thing for them during the time when there is but little grass.

Abbotsford Feed Store

J. J. SPARROW

DRIVEWAY IS TO BE REPAIRED

ABBOTSFORD, March 11.—The monthly meeting of the Board o Trade for Abbotsford and district was held in the G. W. V. A. hall on Monday evening. In the absence of the president, Mr. N. Hill, who is recovering from his severe illness Capt. F. J. R. Whitchelo, 1st vice-president, presided. Capt. E. H. Cope and Mr. Andrews acted as secretaries

The only communication of public interest was from Mr. W. G. Murrin assistant general manager of the B. C. E. R., in reply to a communication from the secretary, who had been instructed to write concerning necessary improvements near the B. C. E. R. station. His reply was that the driveway leading to the delivery track does need repairs and these will be made just as soon as the gravel pit at St. Nicholas is opened up, which should be within the next two or three weeks.

A good deal of time was taken up in framing the bylaws for the Board of Trade. The Board adjourned to consider these as a committee of the whole.

BANQUET NEXT WEDNESDAY

The board of trade will give its second banquet within a few months on Wednesday evening, March 23rd at the Abbotsford Hotel. Prominent speakers from the cities are expected to attend.

A Good Gas Average

A gentleman belonging to Abbotsford and driving a Gray-Dort averaged 22 miles to the American gallon on a trip last Sunday to Bellingham—cheap transportation.

SHOULD ORGANIZE

DENNISON,—Speaking of the troubles of the potato growers on Saturday morning, Hon. E. D. Barrow expressed the opinion that the time had come for a potato growers' organization was now or never. He spoke in glowing terms of the fine work that the Fraser Valley Milk Producers' Association had done for the farmers of the valley.

In thinking about a car, size them all up from the ground and you will eventually buy a Gray Dort. For economy, power, strength and flexibility. After considering these drop over or phone to the Gray-Dort agent at Mission City, who has a good stock to choose from.

The new orchestra made its debut at a party held at Mrs. Fraser's on Thursday evening, and rendered several harmonious selections to the delight of those present.

A new cabaret has opened in town.

The roads are wretched at the present time.

Mr. J. Arnold has built a new house on the property formerly owned by Mrs. Gazley. Young ladies take note!

Mr. Abbott has accepted a position with the Abbotsford Garage as stock man.

SAYS POLICY SHOULD INCLUDE FISHERIES

OTTAWA, March 15.—In the House yesterday, W. G. McQuarrie, New Westminster, urged the natural resources should adequately cover the interests of the fishing industry.

Mr. McQuarrie also thought that as the United States took so much of the British Columbia salmon, the Washington government might assist Canada in the matter of propagating its fisheries. "If it was put up to them in the right way, I believe they would do it," he said. He argued that local boards should be established, both on the Pacific and Atlantic coasts, to deal with matters pertaining to the industry, such boards to act in an advisory capacity and, if possible, to be given executive power.

PERSONALS

Mrs. J. McGowan and children have returned from their trip to the east.

Miss Alice Sutherby of Ladner has been visiting friends in town.

Mrs. Parton is spending some time in Vancouver.

Among those who spent the week-end in Vancouver were the school teachrs, Miss Estey, Miss McQueen, Miss Manning and also Mrs. Manning

Miss Leary spent the week-end at her home in Chilliwack.

Mrs. E. Barrett left on Thursday night on a trip to England to visit her mother whose health has broken down.

On Tuesday evening, March 15th, Mrs. J. McPhee gave a birthday party in honor of her daugther Isabel. After games, contests and dancing, dainty refreshments were served.

On Saturday evening, March 19th, to-night, a recital will be given in the Masonic hall by the pupils of the Misses Steede, assisted by Mrs. Stoddart of Vancouver. The proceeds will be in aid of the Hospital fund.

The Embroidery Club met at the home of Mrs. Whitchelo on Tuesday afternoon and a small presentation was made by the members to Mrs. Barrett, on her departure to England.

The members of the G. W. V. A. held a "smoker" in their club rooms on Monday evening, March 14th. The speakers were Pte. Carmichael of Vancouver and Mr. Walter Drivan Provincial Secretary of G. W. V. A.

A Sunday School Institute was held in the Presbyterian Church on Wednesday afternoon and evening. The speakers were Rev. Cameron of Burnaby and Rev. Galloway, Field Secretary of Alberta and British Columbia.

Mr. and Mrs. Joe Williams spent the week-end in New Wesminster with her parents Mr. and Mrs. Knowdell.

Mrs. Fraser spent the week-end in Chilliwack with her daughter Mrs. Stefan.

On Sunday, Rev. R. W. Elliott of Carmen Methodist Church, Sardis, preached in the Presbyterian Church and exchanged pulpits with Rev. W. Robertson.

Mr. Anderson of the staff of Mr. Whitchelo's store received word of the death of his mother and left on Tuesday night for Calgary.

Mrs. Kirkby was a visitor in town on Tuesday.

HUNTINGDON

The Parent-Teachers' Association is an active organization. The officers are Mrs. Hart, President; Mrs Simonds, vice-president and Miss Miller, secretary-treasurer. Recently they purchased a fine piano to be kept in the school, and they have purchased the equipment for basket ball for the pupils, who greatly enjoy that sport. They arranged for an illustrated lantern lecture on "The Forest Trees of British Columbia," by Dr. A. H. Hutchison, of the University of British Columbia, in the church on Friday evening, when a voluntary offering was taken up for the piano fund, which realized $6.42. Mr. Davis, principal of the Superior School, Abbotsford, presided as chairman.

On Friday, March 4th, a good entertainment was given in the school with a large attendance and a splendid time. Mr. E. B. McPhail, secretary of the school board, presided in a happy manner. Twelve girls and boys from the school in Sumas City rendered high-class choruses, songs and recitations. Miss Steede, of Abbotsford, favored with piano selections of classic music, and Mrs. E H. Fadden, Whatcom Road delighted all with her readings. The proceeds, amounting to $17.50, will be devoted to the piano fund. The committee of arrangements are to be congratulated on their success.

Their regular meeting was recently held when the treasurer's report showed $97.52 on hand. They paid $100 cash on account when they purchased the instrument and have made the first payment of $12.50 and will continue to meet the payments when they become due. The school pupils, with their teachers, are now busily engaged in preparing their Easter programmes and all is going well.

Mr. W. J. Sayce who served with Strathcona's Horse, in both the Boer War and the late campaign, has been appointed line forman by the Department of Public works on the ten mile stretch of road west of Abbotsford to the River side. Mr. J. J. Pace, having resigned his appointment.

Mr. N. Hill, Manager of the Royal Bank, who has been seriously ill, has again taken charge of the local branch.

The milk condensory has started up again.

GOOD GOODS

Our Groceries are absolutely guaranteed fresh and no extra charge for delivery.

Have you compared our prices:

4-lb. Pails Pure Strawberry Jam $1.00
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Silver Polish 19c
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THE ABBOTSFORD POST

Published Every Friday

J. A. Bates, Editor and Proprietor

Member of the Canadian Weekly Newspapers' Association.

FRIDAY, MARCH 18th, 1921

Assuming that it costs the sum of $2 per hour for the legislature to sit at Victoria one would naturally expect that those at the head of affairs would at least make an effort to give the country value for the money thus expended instead of "playing politics" or as some would say "playing to the grand stand" of public attention, with a view to showing that the other fellow has been beaten. Or in other words making material for the next election. Yet we find that our premier is a past master at showing his strength in the legislature.

Last week a resolution proposing that the federal authorities be asked to strengthen the hands of the provincial government by enacting at the present session of the Dominion parliament legislation granting the provincial government the sole right to import liquor. The opposition brought in an amendment that in the opinion of the house it is unnecessary to request the federal government to enact legislation providing for the prohibition of the importing of liquor into the province and that the necessary clauses be added to the bill, that is the clauses of the Doherty Act of 1916, whereby it is declared illegal for any person to send, ship, bring, take, or carry into the province intoxicating liquor.

The was voted down by the government with the whole strength of the Oliver government. And the proceedings of the House state that "The motion was carried on the same division." It probably was but not without some more voting. The premier wanted the opposition to vote for the government motion but on a call for the "yeas" and "nays" the government voted but the opposition, not wishing to vote contrary to what they had already voted, remained silent. The premier could, had he been then satisfied that he had won, easily have reported to Ottawa that the motion had carried without a dissenting voice, as was undoubtedly intended by the opposition, but no he had to have the regular vote taken, thus attempting to place the oposition on record as again voting against the new act, trusting no doubt to put the opposition in wrong with the general public as obstructing the passage of a good bill.

Of course after voting both the premier and the attorney-general spread the impression that the new act could not be a success unless it was supported by the Ottawa government.

But the fact remains that the minister of justice at Ottawa had already informed the attorney-general's department that the provincial legislature had the undoubted right under the Temperance Act and the Doherty Act to control the importation of all liquor into thi province when the provinc has enacted legislation prohibiting or controlling same. When there is already a Dominion law why should the Oliver government say that this law is no good and make the grand display of telling the federal authorities that the province does not believe in the legislation enacted and asking that further legislation be enacted. Undoubtedly there are just as smart and clever lawyers at Ottawa as there are on the government side of the house at Victoria, and one would suppose that the better way would be for the provincial government to take Ottawa at its word, and then see what would happen. That however would not be the Oliver way of playing politics—not "abrupt" enough.

Speaker Manson, when he left the chair in committee did give his leader a hint or two about how this thing should be carried out when politics is not being played, and the action of the government since the vote on that part of the act would indicate that they may not even yet apply to Ottawa.

Mr. Oliver in the House—Well, it is characteristic of the British bull dog that he is a good stayer.

Why did not someone point out some of the other characteristics of the British bulldog that could be imitated by the premier with advantage and credit to the province? That's a noted animal for the premier to attempt to imitate, but the one quality don't make the thoroughbred.

Of course we are always glad to hear about patronage and so are a great many of our readers, but when we hear that the politicians are not in favor of it, it makes some of us open our eyes at the many things that takes place throughout the country, not only Ottawa as the head but also from Victoria.

We like Sam Hughes because he has come out in the open and has given the politicians an opportunity to acknowledge their one sin about patronage; but the man who will stand up in the House and say he is not in favor of patronage is at heart not out in the open, because as far as the observation of most of us goes patronage is as rampant at Ottawa as it is at Victoria, and that is saying some. Space does not permit this paper at the present time to take individual examples of patronage since the present government at Ottawa took power, nor to tell about the patronage of the Oliver government, suffice it to say that we would like to see the politicians come right out in the open and make a confession—it is said that a confession is good for the soul, but whether it is the soul of a politican or an ordinary citizen, we are not prepared to say.

Our candid opinion is that patronage is a good thing if carried on wisely, and to the victor belongs the spoils of—not office—but new appointments during the lifetime of the government, all other qualifications being equal. But to fire a man because his brother was a defeated candidate, or because he had different political opinions is the grossest of misconduct, whether it be Ottawa or Victoria.

HOUSE DEBATES ON AN OLD SUBJECT

Ottawa, March 15.—The whole question of patronage came up and was threshed out at great length in the House of Commons on Sir Sam Hughes' resolution to return to the happy days when appointments to the inside and outside civil service were in the hands of members of parliament or the defeated candidates of the party in power. There was no beating about the bush in Sam's resolution. He spoke briefly, with much of his old-time straightforwardness, but lacking his old-time fire, and left the House before the debate had proceeded far. Before the House closed in the evening he sent word through the whip that he wished the motion withdrawn.

The debate was certainly not without effect nevertheless. Strangely enough in the case of the members from Ottawa, where the good and evil of patronage must be most evident and is always a living issue opinion was divided. Mr. Fripp apparently won't be happy until he gets it; Dr. Cabot stated that he has never been so happy as since it was abolished. But to say that it is abolished is in the opinion of members of the opposition, begging the question. Mr. Copp of Westmoreland says he has never been under any illusion regarding it. In his opinion it has always been too much with us and he gave the House his formula in regard to appointments; if he does not want a man appointed he recommends him, and vice-versa.

The burden of opinion on both sides of the House except among such extremists as the member just quoted was that the civil service commission had been very effective in eliminating the worst evils of patronage.

The plan of attempting to administer road maintenance from a central authority at Victoria is cumbersome and inefficient. The work should be entrusted to local road boards in districts not suitable, from sparse population or other reasons, for organization into municipalities. The government should hand over to such boards, duly elected by the property owners within the respective districts, all real estate collected within such districts, and should also empower them to make a levy up to a certain maximum mill rate, when authorized to do so by a vote of the taxpayers in the same manner as is now done in rural school districts. Free of dictation from Victoria, the evils of patronage and the whims and fancies of government road superintendents and foremen, each district would be responsible for working out its own salvation in road matters and it is beyond doubt that the available funds would be administered much more economically and efficiently than at present." — Enderby Commoner.

Miss W. Galliford is relieving in the B. C. Telephone Company office at Abbotsford for a few days.

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New Telephone Directory in Use

The new Vancouver and Lower Mainland telephone directory went into use on February 27th. It contains many changes of numbers and the new name of Douglas in place of R-F. Consult the new directory in the interest of your telephone service.

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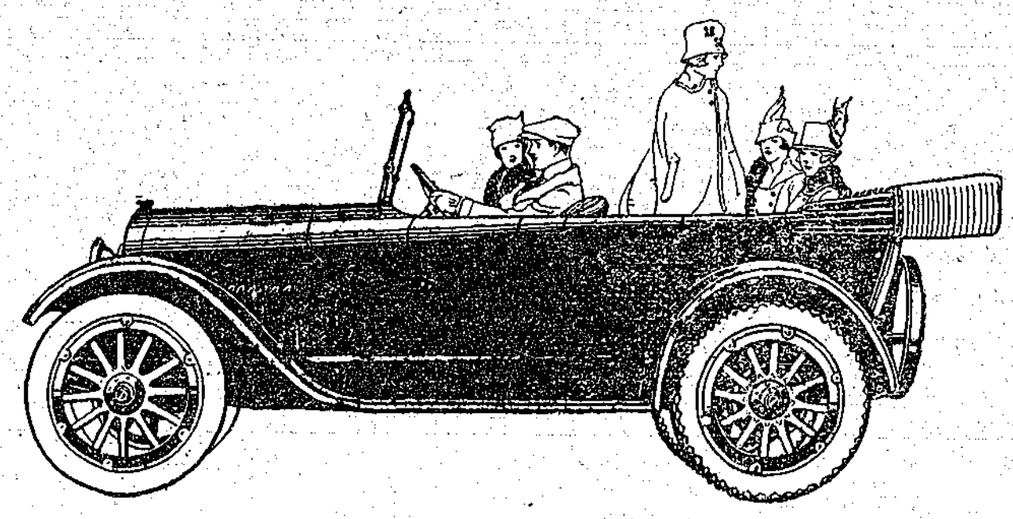

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SECOND HAND

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FORD, Light Delivery $400
FORD Ton Truck $650
FORD 5-Passenger (1919 Model) $650
McLAUGHLIN Light Delivery $500

STUART MOTORS CHEVROLET and DODGE AGENTS
Mission City, B. C.

A British Bulldog "Honest John" As

VICTORIA, March 12.—Ancient history of the P. G. E., together with a few new details, were brought out in the House yesterday afternoon by Premier Oliver in answer to the charges made by Mr. Bowser the day previous that wanton mismanagement of the road was taking place. Mr. George Hanes, during the life of the first legislature of the Oliver government, occupied the role of "quizzer-in-chief" of Mr. Oliver, which attracted the Premier to a North Vancouver meeting last summer when he called the the soldier independent member a "coward." This year Mr. Hanes appears to be conducting a watchful waiting policy and this move was rewarded this week when both party leaders turned on their guns for all they were worth.

But yet the drak secret, the "famous letters" which each claims to possess, have yet to be produced unless the Premier, in reading a confidential and personal letter written by Mr. Bowser to the late Premier Brewster, believes this is his trump card.

The letter read by Mr. Oliver, a copy of which was sent across the floor to Mr. Bowser, read in part as follows:

"The Leader of the Opposition imputes blame on me; allesing that I released Foley, Welch and Stewart from the personal covenant which they had given to complete the P. G. E. railway.

"In pardon to this accusation, I say that the leader of the Opposition at the request or demand of R. T. Elliott, K. C., who was acting on the behalf of Foley Welch and Stewart, advised the late Premier Brewster that Mr. Elliott had informed him (Bowser) that his clients had made an offer of settlement—in return for their being relieved of all covenants in connection with their contract with the government, and you in turn to proceed with the completion of the road."

"I say," said the premier, "that at the instance of Mr. Elliott, Mr. Bowser advised the late Premier that he was willing to agree not to oppose such a settlement or take advantage of it by criticising the same as he was satisfied that the people wanted to see a fair settlement.

"Yet, in the face of the advice which he tendered the late Premier he attacks me for doing what he at the instance of Foley, Welch and Stewart's solicitor, suggested should be done."

The Premier's speech, in supporting the additional loan of four millions to the P. G. E., was not especially bright, he even admitting that he was painting a dismal picture of the present situation and what the future held forth.

One feature of the debate was the question raised by Mr. D. Whiteside of "Why not stop now?" meaning that all work should stop on the building of the road. To this Mr. Oliver replied that steel was only eight miles from Fort George and only a few miles from Quesnel. He considered it the best plan to go on to Fort George, although in asking the legislature for this vote of $4,000,000 he could give no assurance that this would be the last that would be asked for.

The Premier came to the defence of the new manager, A. B. Buckworth, explaining that a series of incidents last fall, the burning of the bridge at Cheakamus, the delay in cattle shipments, the burning of two large lumber mills and the increase in the price of oil of one hundred per cent. during the past two years, were very good reasons why the financial report was not better.

Charges of mismanagement and the purchase of expensive and unsuitable machinery were answered, the Premier claiming that purchase of logging cars from the American government and the securing of three locomotives from Kingston were much lower than the figures given out by Mr. Bowser. The locomotives were now on a sidetrack, owig to the fact that they were unsuitable for use on the P. G. E.

"I have suffered all I intend to suffer on this," was one expression of the Premier when taunting Canon Hinchliffe on his association with the leader of the Opposition.

Mr. Jones—What are you going to do about it?

Hon. Mr. Oliver—Leave that to me.

Mr. Jones—You have been at it a long time.

Mr. Oliver—Well, it is characteristic of the British bulldog that he is a good stayer.

The Premier asked whether the credit of the province would stand an additional twenty-five or thirty millions to complete the line into the Peace River country. "It is time to get away from living in a fool's paradise," he stated, "and have plain talking in British Columbia. If we could cash in on the scenery along the P. G. E. our troubles would be over."

The Premier urged all members to take a trip through the country tapped by the new line. Turning his attention to the freight situation, Mr. Oliver stated that even when the P. G. E. reached Fort George they could expect little assistance in the way of freight from the G. T. P., as it would cost less to ship via Red Pass Junction on the C. N. R. than over the P. G. E. via Squamish.

A sharp passage of arms followed Mr. Oliver's address, Mr. Bowser rising to explain the confidential letter read by Mr. Oliver. Mr. Bowser had been speaking but a few minutes, when Mr. Oliver complained to the Speaker that the rules were not being observed, to which the Speaker retorted that the Premier himself had not kept to the procedure rules and he thought it only fair to allow Mr. Bowser a certain length of time to reply. (Cries of Hear! Hear!)

Mr. Bowser stated that, prior to his sending the letter to Premier Brewster, he had been interviewed by Mr. Elliott, who had led him to understand that the proposed agreement would include a considerable amount of money lying to the credit of Foley, Welch and Stewart in the Union Bank at Vancouver. This had since not proved the case, the agreement had been altered more than he was intended to believe.

Mr. J. M. Yorston (Cariboo and Mr. H. G. Perry both spoke on behalf of the road being continued, the latter making a plea that colonization was necessary in the Peace River Country. He also drew attention to the promise made by the Premier to have a line built from the Alberta boundary to Pouce Coupe Mr. Tom Uphill ran foul of the Speaker when he touched on wages paid on construction work.

The debate was adjourned by Mr. D. Whiteside.

Miss Eva Galliford spent the week end in Agassiz with her parents.

THE VALUE OF SOME LITTLE USED GRASSES

On several occasions, particularly through the medium of "Seasonable Hints" issued by the Experimental Farms Branch of the Dominion Department of Agriculture, attention has been called to the usefulness of several grasses which at present are little appreciated in canada. The grasses to which in the fact particular attention has been called as valuable adjuncts to hay and pasture mixtures are Orchard Grass and Meadow Fescue. The former is considered as one of the best for dairy farms in Denmark where, as is well known, dairying has reached a height of perfection unequalled by any other country. The latter grass is also considered extremely valuable in hay and pasture mixtures where ever intensive farming is practised. Our experience is that, in Canada, these two grasses would, if added to the standard and often stereotyped mixture of "Clover and Timothy", materially help to increase the value of the hay crops and of the pastures.

But besides these grasses there are several others, the introduction of which into Canadian farming would no doubt prove most beneficial provided that they are used under conditions in which they can prove their real value.

We have especially in mind the use of some grasses which, although of little importance for hay, yet are very valuable as pasture grasses, that is to say, may be advantageously put in as bottom grasses in hay mixtures and pastured when the hay has been removed. Among these grasses are the Kentucky Blue grass suitable especially for loamy soil, the Sheep's Fescue and the Red or Creeping Fescue on light land, the Red Top especially under wet conditions, and the Crested Dogs Tail under similar conditions.

In our opinion it would pay to add these grasses in small quantities to grass mixtures seeded down with the taller growing grasses primarily looked upon as hay producers. Indeed, the experience of countries where the farms are small and where consequently the highest possible returns are imperative to make farming a living proposition, strongly points to the advisability of including four or five or even more grasses in hay and pasture mixtures so as to make it the more remunerative.

REFERENDUM COST PROVINCE

VICTORIA, March 10.—The total cost to the province of the referendum held in October 2, 1920, was $87,783, and the total cost of the provincial election, held in December 1, 1920, was $84,057. These figures were given by Hon. Dr. McLean, provincial secretary in answer to a question by W. A. McKenzie.

WILL ASK QUESTIONS

VICTORIA,— J. A. Catherwood's name appears on the question paper in respect to certain road matters of the Dewdney district, the member for the riding asking the Minister of Public Works the names of the foremen, and whether a certain team of horses alleged to have been lost during the unloading of a scow at Mission, have been paid for by the

Cease Construction Build Feeders

VICTORIA, MARCH 15.—A frank statement that the British Columbia government should abandon the scheme of building the Pacific Great Eastern Railway from Quesnel to Fort George and that greater attention should be given to the construction of feeders to the existing roads operated by the Dominion government, mentioning the C. N. R. and the G. T. P., was made in the House yesterday afternoon by Mr. David Whitside, member for New Westminster.

First paying his respects to Mr. Bowser, whose tirade of Thursday last, in placing the blame for the present financial situation in connection with the railway upon the shoulders of the Premier, he described as "one of the finest exhibitions of nerve I have ever heard," the New Westminster representative urged that the road be taken out of politics and dealt with by members of the legislature in a business way, with the sole idea of getting the best solution possible. The initial blame of the situation lay on the shoulders of the late Conservative government, he averred.

Mr. Whiteside declared he was not particularly interested in hearing lectures on the capabilities of the Peace River Country from a standpoint of development. He had heard all that before. He held that to build the line from Quesnel to Prince George would simply be incurring very much larger outlays and would not be developing the resources of the great north country.

The time has arrived, Mr. Whiteside told the House, for another railway investigation, with the idea of securing a proper and sensible solution of the railway situation of the province. In the building of feeders to existing lines, Mr. Whiteside claimed that assistance was probable from the Dominion Government, which is vitally interested in developing its lines in the province.

Hon. T. D. Pattullo, was willing to admit that the P. G. E. project had not been ill-conceived, but would not agree to the abandonment of the Quesnel-Fort George stretch. It would mean, he said, the opening up of vast territories, especially in connection with the pulp and paper industry. He pointed to a certain great development where a large concern is actively initiating operations.

Mr. Sam Guthrie—Not another closed town, I hope.

Canon Hinchliffe, Conservative member for Victoria, referred to the remarks of Mr. H. G. Perry (Fort George) that money had been wasted with the Northern Construction Company. If the members were assured that such waste would not be continued, they would feel justified in voting another four millions additional until such time as an investigation had been made. Not till then should the government throw up its hands in despair.

Mr. George Hanes (North Vancouver) held that it was not a question of building from Squamish, but rather from North Vancouver. Twenty-seven miles required to be built before the North Shore city was connected with the northern line, and he hoped to see part of this four million appropriation spent on this work. Mr. Hanes referred to the old time P. G. E. inquiry and to the repeated challenge of the Premier to the leader of the Opposition to demand an investigation, and of his attempts at the last session to have an inquiry held. "I don't take the Premier very seriously on this matter," stated Mr. Hanes. "I would ask the Premier to challenge me for an investigation and I'll accommodate him within twenty-four hours."

"There are no strings upon the member to prevent him asking for an inquiry," retorted the Premier.

PREMIER QUITS HORSE BUSINESS

VICTORIA, March 11.—Interesting details in connection with a loan of $6000 made to four returned soldiers, Messrs. Sam Gothard, Carroll, Birch and Smith, were enquired into by the Public Accounts committee yesterday. According to what little information was handed out prior to the departmental papers being brought down by Major Martyn Commissioner of Industries, Gothard and his party staked certain claims at Telegraph Creek on the Stikine river. The gold commissioner's letter stated that, acting under instructions from the department of mines, he had not collected the ordinary statutory fee of $20 on each lease. The aftermath appears in a loan made by Premier Oliver of $6000, the leases now standing in the name of the Minister of Industries.

In asking for a return of all papers on the matter, Mr. Bowser stated that it was evident that the Premier had forsaken the horse business and had gone into hydraulic mining. It is whispered that what happened to the $6000 would furnish interesting reading.

LOAN TO P. G. E. HARDY ANNUAL

(Continued from Page One

rowed would be used for rolling stock, but not a single dollar of it was so used. Mr. Bowser ventured the prophecy that next year there would be another application for another loan of a few millions to complete the road and to buy rolling stock.

"There never was a greater scandal committed by any business man," declared Mr. Bowser, "and particularly by a man who calls himself the president of a railway, than picking up a real estate agent because he supported the Attorney-General in Ward 2 in Vancouver, and placing him in charge of a railway at $6000 a year." The only experience Mr. A. B. Buckworth had of railway matters was that he was receiver for a time of the road from Republic to Grand Forks, a sort of bailiff of the hot-air line that ran trains once a week.

Mr. Bowser then made some comparisons, that, under the three successive managers of the line, the deficits had steadily increased. In 1918 under Mr. George Courtney, it was $115,000. In 1919, under Mr. Geo. Macdonald, it was $202,113. In 1920 under Mr. Buckworth, it rose to $334,318.

"Might I ask my honorable friend from The Islands if I am to blame for that?" said Mr. Bowser.

"Of course you are," replied Mr Jackson.

Mr. Bowser then made some comparisons of the deficits by months.

In the month of September the deficit for 1918 was $3,427; for the same month in 1919 it was $14,747; while in the same month of 1920 it had risen to $31,121. Comparing the months of December was $15,564; in 1919, it was $21,309; and in 1920 it went up to $48,558

Premier Oliver: "Will my honourable friends tell us the mileage in operation at each period?"

Mr. Bowser: "What of it. The more mileage the more revenue. Otherwise you got as much revenue from three miles as from fifteen you would not build the fifteen. Further comparisons for the three months, September, October and November, showed that in 1918 the deficit was $6,617; in 1919 it was $45,972; in 1920 it was $101,000. No wonder," said Mr. Bowser, "that we are asked for authority to borrow more money for the Pacific Great Eastern."

On the question of management he declared that a competent man ought to be employed. He suggested Mr. Kilpatrick, a railway man of experience. Or the government might approach some of the retired employees of the C.P.R. residents in the province, who were known to be quite capable of filling the position. If this did not suit them they might go to one of the large railway companies and get one of their young men who was known to be competent. Anything would be better than having the road run by a ward politician.

The Opposition leader then took up some of the statements made by him during the election campaign. One of these was to the effect that the P. G. E. had paid $70,000 each for three engines which were found to be too heavy and too long and could not be used. He had made the mistake of saying that these were purchased in Chicago, whereas they were bought at Kingston, Ont. But otherwise he repeated the statement now. He was informed that these engines were now standing at Squamish, because, on account of the sharp curves and the light rails, the engines could not be used.

Premier Oliver: "Mr. William Rae the expert who bought them, was appointed by the late government and has no superior as a mechanic in this province."

Mr. Bowser replied that he had nothing against Mr. Rae as an inspector of tramways, the position which he held under the late government, but that was a different matter from buying engines.

Another statement which Mr. Bowser said he had made during the campaign, and which he repeated now, was that $20,000 was spent on building a sidetrack to a gravel pit from which no gravel was ever taken. He was informed that some carloads of mud were taken out of this place and distributed along the right-of-way, but not any gravel.

Premier Oliver: "My honourable friend must be very easy."

Mr. Bowser. "The premier may think that is an answer to charges that I am making in all seriousness. I made the charges in the campaign and I make it here that $20,000 was spent to put a line into a gravel pit and no gravel was taken out."

Mr. Bowser also made some reference to the townsite at Williams Lake. He was informed that the Premier had gone to Williams Lake and had ordered the location of the station changed so as to put it in the middle of the townsite. This was done without any reference as to whether the new location was the proper one or not. The premier had simply said, "I, the minister of the P. G. E., I, as minister of railways wish the location of the station changed from where the railway expert put it and placed in the middle of the townsite, where I think it should be." Mr. Bowser estimated that the making of this change would cost about $62,000.

Mr. Oliver moved the adjournment of the debate. "I think," said the premier, "that when my honourable friend hears me, he will know more about the facts than he has told us this afternoon."

Mr. Bowser: "I hope you will tell us all about Buckworth."

Mr. and Mrs. Watkins attended the wedding of Miss Daisy Aish to Mr. Galloway in Vancouver Wednesday.

Concerning Style in Printing

When you order printing you buy something more than paper and ink.
The best advertising talk in the world looks vulgar and commonplace if printed without distinction.

STYLE in printing is an art. You cannot buy it just anywhere.

Concerning Cost of Printing

The cost of printing depends upon something more than the profit which the printer puts upon it.

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Knocks once at every man's door—others are more fortunate. Here is yours, if you are in line for a good second-hand car in first-class condition Below are a fewprices that we think reasonable, but should you not be suited by any of these we can fix you up with almost any kind of a car you desire. Read these first:

1 Ford Car, first-class condition $225.
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1 1920 Ford, first-class condition, new tires, run six months $550.
1 7-Passenger Hudson, first-class condition, at a snap.

Terms can be arranged on all the above Cars.

WANTED—a second-hand 6 or 8 h. p. gas engine.

We have taken the agency for the Maxwell and Chalmers Cars and Maxwell Trucks, and will be in a position shortly to display these new cars; and we are prepared to give service with all the cars we sell.

Don't forget our Specialties:
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We guarantee all our work to be Satisfactory.

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Carries a Stock of
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WANT COLUMN

Advertisements under the above heading cost 25 cents per issue. Leave copy and money at The Abbotsford Garage.

TO TAKE CENSUS ON JUNE FIRST NEXT

OTTAWA,—With the appointment within the present coming week of census commissioners throughout Canada, the way will be paved for the decennial census on June 1. The commissioners—one for each electoral division—will select the enumerators, and the total will be about fifteen thousand. Everything will be recorded as on June 1, though the enumeration will extend to varying periods. Births after June 1, will not be counted, nor will deaths be deducted. The initial tabulation to be announced in October will deal only with population. The figures available then would furnish the base of distribution of parliamentary representation at a fall session, if one were held for that purpose.

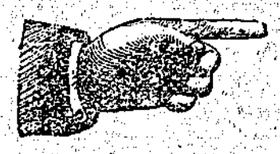
IMMIGRANTS FROM CENTRAL EUROPE NOT TO BE LET IN

OTTAWA, March 11.—Some striking changes in the regulations governing the admission of immigrants to Canada are reported to be under consideration by the cabinet. These, which are expected to be passed within the next day or two, will, it is said, maintain or increase the money regulations at present in force and will admit only bona fide farm workers and domestic help Immigration from Great Britian, France or the United States will it is reported, not be hindered by the new regulations, but the bars will be kept up against imigrants form Central Europe.

The regulations are expected to come before the cabinet council this week. In the case of immigrants whose passages have already been booked, but who are unable to get passage before the new regulations come into effect, there probably will be a clause provided for their admission under the regulations now existing.

An important clause, it is understood, will deal with the admission of skilled labor. In the case of mechanics of all classes, the proposal is said to be to admit only such men as there is actual demand for in any line of work.

"But, father, he's my soul mate."
"Tut,tut, daughter. Don't be foolish. Just because two young people happen to like the same phonograph records it doesn't necessarily mean that they were made for each other."



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AND *they are fresh.*
THAT'S ONE FORM OF SERVICE I GIVE.

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FARMERS' SUPPLYSTORE

Successor to A. P. Slade & Co.

We buy eggs, poultry, etc.
We sell flour and feed

ABBOTSFORD Operated by R. Leary

TNORIST TRAFFIC

Mr. Herbert Cuthbert, secretary of the Pacific Northwest Association who was in attendance at the Victoria Good Roads convention, declared that during last year 250,000 people came into this province through the customs port of Blaine alone. "Some one has estimated that they spend $20 each, or a total of $5,000,000," added Mr. Cuthbert. "A large number of people have come in through other gateways, especially Kingsgate, Banff, Prince George and Prince Rupert. Thet ourist travel through East Kootenay especially byautomobile, has exceded all previous years and I give due credit to the East Kootenay Boards of Trade for their enterprise in this matter."

The Pacific Northwest Tourist Association is composed of the two states of Oregon and Washington, and the province of British Columbia Oregon has contributed $25,000 a year, Washington $25,000, and British Columbia $12,500.

It has been a most generous arrangement for British Columbia, Mr. Cuthbert points out, because these two states realize her small population and allowed her to reap equal benefits for one-fth of the expenditure, and to allow her equal representation on the board of directors. There are 15 directors for each state who meet three or four times a year to supervise the expenditure which is in budget form. Under this system each state gets it s maximum amount of publicity for a minimum amount of overhead, and the association is the only one of its kind in the world and probably has the best record of any public organization, where 84 per cent of its income is spent in publicity and 16 per cent on overhead.

The bulk of its publicity is in paid advertising in newspapers and magazines, over 50 of the largest newspapers in the United States and Canada being used and something like 20 national and recreation magazines.

FEW FARMERS PAY INCOME TAXES

OTTAWA, March 9.—That $62,687, 238. 02 was collected up to February 28, 1921, under the Income Tax Act, and that $957,980.27 of this amount was collected from the farmers of Canada, was stated in the House of Commons last week, in reply to a question by A. Verville (St. Dennies). The total amount collected in each province and the amount collected from farmers in each province was stated as follows:

Nova Scotia and Prince Edward Island, total, $1,161,727.49; farmers $2,271.72.

New Brunswick, total, $994, 727.35; farmers, $2393.30.

Quebec, total, $20,734,083.75; farmers, $67,974.75.

Manitoba, total, $5,040,695.73; farmers, $151,036.17.

Saskatchewan, total, $1,466,184.49; farmers, $340,900.98.

Alberta, total $2,035,572.17; farmers, $361,218.39.

British Columbia, total, $2,668,710.13; farmers, $22,203.63.

Yukon, total, $33,888.67; farmers, $50.55.

It was stated that the statistics for the calendar year 1919 were not yet available.

Willie: "Ma. what is the difference between an engaged girl and a married woman?"
Ma: "A married woman personally attends to the work of tying her own shoelaces."

Mission Gun Club Elects Officers

At a meeting on Monday evening the Gun Club elected the following officers:
Pesident—J. C. Morrison.
Vice-Pres.—M. Macdonald.
Secretary—E Osborne, jnr.
Field Captain—H. Sweney
Season will be from April 7 to Sept. 29 and shooting will be every Thursday at 3 p. m.

HOW TO KILL THE FALL FAIR

(By A. Grouch.)

1. Do not show anything. Leave it till next year.
2. Do not go. Keep the family at home. Let the fool neighbors go il they like.
3. If you do go, critize as freely as possible and tell everybody how a fair should be run.
4. Tell the judges they don't know their business. Don't ask them the reasons for their placings because they might make you look foolish.
5. Take samples of all the cakes, fruit, etc. Folks never expect to get their things back anyway.
6. Don't enter for any of the sports or races. You might lose your dignity or avoirdupois or something.
7. Pray for it to keep on raining!

Miss Kathleen N. G. Apps is teacher of Division XI. of the Revelstoke public school. There are fourteen teachers and Miss Apps has 45 pupils enrolled.