

# The Abbotsford Post



With which is incorporated "The Huntingdon Star"

Vol. XIII., No. 26

ABBOTSFORD, B. C. FRIDAY, MAY 18 1917

8

\$1.00 PER YEAR

## HILL'S STORE NEWS

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

### Ladies' White Blouses:

A new line just opened up to-day.  
The newest styles: the lowest prices  
Prices - \$1.25, \$1.50, \$1.75, \$2, \$2.25 and \$2.50 ea

### Rubber Soled Canvas Footwear

For Children, Misses, Youths, Men and Women, Good Styles. No advance in prices from last year.  
From . . . . . 90c up

**GARDEN SEED** Our Stock of Garden Seeds is most complete. All packages tested for 1917. Make your selection now.

Dutch Sets . . . . . 25c a lb.

## HILL'S STORE

Gazley Block ABBOTSFORD, B. C.

### GOVERNMENT SHOULD NAME TRAFFIC MAN

Canada needs a Master of Transportation. I do not believe that the congestion on the railways, which has caused such serious loss and inconvenience to the commercial and industrial interests of the country the past year, will ever be relieved until an official with full power to regulate the traffic on the various lines has been appointed. The British Government early in the days after war broke out, dealt with this problem in the manner suggested, and the results have been very satisfactory. It is intolerable that the present situation should be allowed to continue. The economic loss to the country is heavy and could to a large extent be avoided by enforced co-operation between the various lines.

#### What England Has Done

The Master of Transportation in England has absolute power over the routing of traffic. If he finds that one line has more business than it can conveniently handle while another line has less than it can take care of, he switches the traffic from the busy line to the idle one. The result is a greatly improved service for all concerned. I am only suggesting this as a war measure, and would not for a moment think of proposing that this official should have control or direction of operation. His duties would be confined to the supervision of the moment of traffic for the convenience of the public.

#### How It Works in Montreal

The Montreal harbor board has an official whose duty it is to handle all the railway traffic on the wharves. This prevents any clashing or discrimination in the delivery of goods to the vessels. If there were a similar official with the authority of the Government at his back, to con-

trol the traffic on the railways, there is no reason why the home traffic, as well as the export business could not be handled to the advantage of all concerned. In England, the Master of Transportation has the power to take rolling stock and put it in the terminals that require it.

Steps should be taken by the Government to prevent a recurrence of the conditions of the past winter. Sailings have had to be countermanded and steamers have been held up because the railways did not deliver the freight to them—Ex.

#### PATRIOTIC FUND

List of contributors to the Canadian Patriotic Fund form Clayburn works, April, 1917.

Matt Bergen	1.00
Cyrille Delaire	1.00
H. E. Watkins	1.00
A. Kay	2.00
B. Crann	.50
W. J. Dwyer	.50
H. Widnall	.50
J. Belleue	.50
F. Thompson	1.00
H. Mathews	.50
A. Gerinia	1.00
C. Wykes	.50
B. Fuerindo	.75
F. Sandberg	1.00
T. Kirkpatrick	1.00
P. Mathieson	.50
Wm. Brookes	2.00
T. E. Shone	1.00
Geo. Shone	.50
J. B. Millar	15.00
J. J. Plommer	7.50
J. W. Plommer	.75
W. J. Liversage	2.00
F. Healy	1.00
C. Gough	.50
J. Ford	.50
J. Kerr	.50
T. Hood	1.00
J. Lindstrom	.50
F. Utterspot	1.00
J. H. Gilbard	.50
Chas. Keeping	1.00
A. Paddels	1.00
F. Tomasa	1.00
A. Zini	1.00

### Local and Personal

The social evening given at the home of Mrs. Boyd last Thursday was a grand success. Nine tables of whist were played. Mrs. Thomas won ladies 1st prize which was a pretty fancy work apron. Mr. Mur Sr. won the 1st prize a tie, while Mrs. Scotvold received the consolation prize a little china tray and Mrs. McGowan the gentlemen's consolation prize a tooth brush case. Some ladies played gentlemen as they were short of that sex.

Mr. Caldwell who fell off a wagon a few days ago and struck on the back of his head is doing nicely now.

Mr. and Mrs. Manelli and children from Sask. are visiting Mr. and Mrs. Caldwell, Mrs. Manelli's parents; also Mr. and Mrs. Lithcoe, from Vancouver spent the week end.

The ladies aid will be at Mrs. McMaster's home Wednesday, May 23rd. Glen Thomas started back to school on Monday. Guess school is easier than handling lumber and much better for a boy.

Dr. Swift was to Vancouver on Saturday. We hear he came home from Vancouver in one hour and forty-five minutes. The Chevrolet is some car, eh?

Ms. Walters and Mrs. Sutherby were visitors to Sumas last Saturday. Mr. and Mrs. Chister and children of New Westminster formerly of Huntingdon, were the guests of the Misses Steele on Sunday.

Mr. Hill has a new Ford car and M. Walter Wells is getting one also. Mr. Stice spent Sunday in Abbotsford.

Any one who has any waste paper of an kind is asked to take it to the store formerly occupied by Mr. Geo. C. Clarke. It is for the Red Cross. Rev. Houstins of Red Deer gave an excellent address on the War Sunday evening in the Presbyterian church.

We hear that Rev. Mr. Campbell's health is better now than has been for years and that he is going to begin his duties again on Sunday. He preached here Sunday morning. It was mother's day. He gave a splendid sermon.

Mr. Gazley's funeral service was conducted at the house on Friday afternoon, May 11th. A very large number gathered as he was well known in the country. Rev. Mr. Campbell came from Vancouver to take charge of the service. The pallbearers were Alex Johnston of Vancouver, Mr. McGillivray, Mr. Wm. Roberts, Mr. Davenport, Mr. Munroe and Mr. Gamble. The stores were closed during the funeral hour.

Mr. Ware Sr. was a visitor to Vancouver this week.

Last Friday night Mr. Carter, the potato buyer and Mr. De Lair were at Huntingdon and some one must have known Mr. Cater had money, as when they were returning to Abbotsford Mr. Carter stopped his car to let Mr. De Lair out at De Lair road. They turned the flashlight on De Lair, demanded his money. They only got four dollars. They got the wrong man.

Last Friday afternoon and evening was quite exciting around Abbotsford. It was election day for the two young ladies who were running for the representatives of this district for the carnival in Westminster. Miss Dorothy Parton and Miss Florence McPhoc were the two young ladies. Miss McPhoc was elected, 143 to 88.

Cassey who spent a few days in Abbotsford this week is on Home Guard duty.

Mrs. Gazley has gone back to her daughter in Vancouver.

Mr. Mains has returned from Vancouver General Hospital.

G. Brade	.50
D. Brago	.25
J. Martella	.50
M. Pithmukin	.50
D. Carriro	.50
Pauu Titi	.50
D. Felecite	.50
H. Gillespie	2.00
W. Prentis	.50

\$ 56.75

### TO-DAY WAS A REAL MAY-DAY

"Wako and call me early mother, dear," were probably the last words that many Abbotsford girls said on Thursday evening, but few expected to be called early on such a bright and sunshiny morning as was this Friday morning, the fourth annual May Day in Abbotsford. No brighter one ever greeted children who waked on a holiday morning—and it kept bright all day too, being one of the grandest and most perfect ever enjoyed by any holiday makers. Every boy and girl, and many of their elders of Abbotsford and district, retire this evening feeling that again their May Day had been honored with nature's broad smile—even if the weather was brought from New Westminster by acting mayor Johnson.

The programme opened with an auto parade which was, while not large one of the prettiest imaginable the autos being most tastily decorated. They started from the grounds at the Masonic Hall down Gladys street to Essendene avenue and west up the Yale road, finally returning to the grounds.

A platform had been erected alongside the Masonic Hall for the speech-making and opening which began with the national anthem. Mr. J. A. McGowan, who had been appointed chairman, gave a short opening address, with him on the platform were Reeve McCallum of Matsqui, Rev. Mr. Campbell, Mr. Johnson, acting mayor for New Westminster and the Secy-treasurer of the May Day Mr. Scotvold. Regally seated in front was the May Queen, Miss Nelson and her maids of honor to the right, and on the left was the ex-Queen Miss Scotvold and her maids.

The chairman reminded the audience that last year on the annual day it was hoped that the war would be ended, but sorry to say it was still going on. However it was the wish of the soldiers that the children should enjoy themselves, and thus was the reason for their happy bright May Day. After reading telegrams of regret at not being present from Mr. Barrow, M. L. A., and Mayor Grey of New Westminster Reeve McCallum gave a few words to the visitors.

Acting Mayor Johnson of New Westminster, after telling the audience he was not as handsome or eloquent as the man he was present to represent, made the speech of the afternoon. He was accustomed to be present at May Day celebrations being at the first one in New Westminster in 1870 this year he spoke to 18,000 there. He paid the ladies a great compliment (reporters were not to mention it) by saying that he had always thought the ladies of his home town were the prettiest anywhere, but had changed(?) his idea, as now he thought the ladies just as nice if not a little (wh-sh-sh) He referred to the lady of Abbotsford, meaning Mrs. Mane, who had knit a pair of socks a day since the war started. She was doing her part. His speech filled the audience with good cheer for the afternoon. After Mr Campbell spoke, the opening part of the programme closed with the singing of the "Maple Leaf Forever."

Then came the sports—real sports for the girls and boys—races under the guiding hand of our popular teacher, Mr. Murphy and Heath, a full report of which we hope to be able to give next issue.

### Cash F. O. B. For Produce

The marketing end of fruit and vegetable raising has in the past been the growers greatest problem. Producing the commodity has of course attendant difficulties such as pests, shortage of labor, unfavorable weather conditions etc., but the grower is usually willing to take these responsibilities on his own shoulders and in most cases knows how to combat them.

In other words, the production of the commodity is the growers outlook and takes that responsibility fully on himself. His responsibilities should end there, but they don't. Why is it that after months of toil, of careful attention and protection that the grower cannot receive his returns on a f. o. b. basis? The only answer we have been able to get to this question is that it isn't done, is not customary. Therefore the grower after producing his stuff and delivering for shipment has to take the risk in transit, the further risk of inspection at long-distance points, the risk of congested markets at point of consignment and the risk of getting his money sometime between now and snowfall in other words his returns hang in the balance in some cases until the produce reaches the consumers hands. In order to obviate the risk to the grower and the wholesaler, we are blessed with brokers. It is the brokers privilege to handle the stuff on a percentage basis between grower and buyer. It is also his privilege to buy at a cash price and sell to whoever he likes at whatever he likes. In the past it has been the brokers privilege to get lots of stuff and sell it at what it will bring, particular pains being taken to see that selling price covered full brokerage expenses. While are brokers who never buy outright, there are others who thro correct buying are in the field to pay a fair cash f. o. b. price to grower and thus relieving him of the risk of long-distance marketing. This is a good move in the right direction and a boon to the fruit and vegetable industry of the province. Whether it will prove a successful venture and continued will depend largely upon the extent of competition at the selling end caused by consignment stuff.

Every car or every lot shipped out without a stated price being given by the buyer, causes unfair competition against the cash buyer and eventually destroys that which the fruitgrower realizes to be the solution of his many troubles, the cash f.o.b. price.

### FOR NEW HOUSEWIVES

Keep careful tracks of your expenditures, but burn the tracks at the end of every week.

When you take a good, hard cry, save work by crying on the kitchen floor and then mopping quickly.

Don't try to fatten him on lady fingers and marshmallows when he has been brought up all his life on fried liver and onions.

Don't strain your brain by thinking of such an idiotic subject as new hat and at the same time be peeling little, wormy apples.

Of course your husband will always be throwing up to you the coffee that his mother used to make, so go provide yourself with dainty raincoat to be worn at the table.

"All that glitters may not be gold, but lots of us are satisfied with glitterers."

J. A. Hargitt has wired for another car of Fords, having sold the car shipped here last week.



**THE ABBOTSFORD POST**

Published Every Friday by The Post Publishing Company  
 A weekly Journal devoted to the interests of Abbotsford and district  
 Advertising rates made known on application  
 Our Shibboleth—Neither for nor agin' the Government  
**J. A. BATES,** Editor and Proprietor

Friday, May 18, 1917.

**FEMININE WORKING DRESS.**

The announcement that the fruit-gathering army of women and girls that is shortly to invade the Fraser Valley will be encouraged to wear the masculine garb, is an item of news which shows that necessity sometimes rises superior to fashion and custom. The British sisters of these workers have already led the way to trousers and thousands of them are now working on the farms of the United Kingdom. Such a departure, in a land that is more conservative with regard to convention and tradition than we have in the west, indicates that resourcefulness has been brought to the forefront of things. It was a decided innovation for the women of Britain, many of them persons of education, to become agricultural laborers. But it was a greater defiance of ancient prejudice on their part when they discarded the drapery that had been transmitted from past ages as proper of their sex.

Ancient precedent may no doubt be found for the resolve of these feminine agriculturists. Leaving aside that mediaeval edition of the Bible which declares that when our first parents became conscious of their paucity of garments they "sewed fig leaves together and made themselves breeches," there seems to be a likelihood that when the savages in Britain were attiring themselves in the skins of wild animals and painting the exposed parts of their bodies with "wood," the women of the older civilization of China were already wearing those nether garments which, as a matter of convenience and propriety, have never been excelled. One reason of the exodus of women berry-pickers to the Fraser Valley is to obviate a previously supposed necessity for Chinamen. It is rather noteworthy that they have discovered no better scheme than that invented by Chinese women many centuries ago.

Mrs. Ann Bloomer endeavored to introduce a bifurcated costume for women nearly seventy years ago. But she was before her time, and her effort gained but scant appreciation, though at the time of the great exhibition in London in 1885, an occasion that brought people from the ends of the earth and was favorable to the inception of new things, a few daring fashionables came out now and again in Hyde Park in Bloomers.

It seems probable that a certain section of the feminine world will permanently adopt a modification of the garb of man, even when the necessity for it has passed away. The reason that most women will not do so lies in the fact that a consensus of opinion has decided that women look better in partially concealing robes than in either trousers or tights. A via media in feminine costume which a few years ago decreed that it was a want of politeness to suppose that the Queen of Spain had any legs, does not go to the other extreme, will probably remain the most artistic solution of this problem. Meanwhile all honor to the women who at this time of stress are thinking less of looks than of the urgent necessities that surround us.—Province.

**REPORT IS BASED ON MACKENZIE'S EVIDENCE**

Victoria, May 14.—Justice F. G. Gregory, who was commissioner in the Cowper-McDonald enquiry, filed his report with the Government on Saturday. The text of report is as follows:

"I am directed by the terms of the commission to report the facts found by me. They are as follows:

1. That on or about the 7th day of September, 1916, Mr. R. J. MacKenzie made a cheque on the Canadian Bank of Commerce, Winnipeg, for the sum of \$15,000; and that the

said cheque was endorsed by Mr. Dominick Burns of the City of Vancouver and discounted at the Canadian Bank of Commerce at the City of Vancouver; and the proceeds paid to Dr. Robert MacKenzie of the city of Vancouver.

2. That the said Dr. Robert MacKenzie put the said money in the safe of the Hotel Vancouver for safekeeping for a short time and between the eighth and thirteenth days of September, 1916, probably the eighth or ninth, took the money to his office, being room 617 Vancouver Block, in the City of Vancouver, and there handed it over to the Hon. the Attorney-General, no other persons being present, the money was in a package. Which Dr. MacKenzie thought was opened in his office but he was not positive.

4. "I can not find that the money paid was the money of the Canadian Northern Railway; The evidence in fact contradicts such a suggestion. Dr. MacKenzie testified that R. J. MacKenzie told him that it was his money, and it further appears that Mr. R. J. MacKenzie is a man of large means.

"Mr. R. J. MacKenzie was not called and it was stated, by Mr. Woods that he was not in the province, but that he had a telegram from Sir William MacKenzie, saying that R. J. MacKenzie would be within the province in a month. I was not asked to hold the enquiry open for the purpose of securing his testimony.

5. That Dr. Robert MacKenzie is a brother of Sir William MacKenzie, and does not appear to hold any salaried position in the Canadian Northern Railway, but is the Chief surgeon of the said Railway Company, and the remuneration for his services comes from the employees of the railway rather than from the railway itself.

"There is no evidence produced before me to show that R. J. MacKenzie was a director of the Canadian Northern Railway in September as claimed by Mr. Cowper's counsel, but the inquiry on this head was not proceeded with—proof of the fact not being immediately available—and being a matter upon which any persons interested could easily satisfy themselves.

"I endeavored in every way to confine the inquiry to the substantial charge made, and not to allow it to drift into the general question of raising or the disposition of 'campaign funds,' but in spite of my efforts, evidence was given in a general way that the moneys raised in cheque before referred to did not reach the 'campaign fund.' I thought in fairness to the honorable the Attorney-General who was not present when this evidence was given, that the losing of the commission should be delayed to enable him to make a general statement in reply. His counsel alleged that the money was so expended, but thought it unnecessary to call the honorable the Attorney-General to make a denial, inasmuch as I had declined to inquire into the details of its distribution.

"I have the honor, Sir, to forward herewith a complete transcript of the proceedings before me. It will be seen that there was no conflict of testimony and any person reading it can draw the same conclusion that I have. All of which is respectfully submitted.

**THE MINORITY REPORT**

Recommendation of Drayton and Acworth at Once Creates the Great Evil of Political Control.

Railway Officials Express no Opinion

By report of the Royal Commission appointed to inquire into the transportation situation in Canada the great problem of the railways has been placed before parliament for solution. A majority recommen-

dation—by Sir Henry Drayton and W. M. Acworth—favors the nationalization of all systems with the exception of the Canadian Pacific. A minority recommendation—by A. H. Smith, president of the New York Central—favors reorganization and a continuation of private administration. Either or neither of these reports may be favored by the government or adopted by parliament. Of the two we declare in favor of Mr. Smith, in principle if not in detail. It does so confident in the superiority of private administration—under reasonable government regulation—to give the most efficient and least costly service to the public and the nation and believing that of the three members of the Commission, Mr. Smith was in the best position to appreciate from an unbiased standpoint the practical features of the problem, both as to what has been done and what must be done in the future.

In its attitude in favor of private operation of public utilities, we recognize that the great fundamental principle of the success of such enterprises is service to the public. This attitude taken is not a popular one, but is sincere. Public ownership as a theory cannot be discounted in practice it is another matter. In a country like Canada, with unsettled conditions, and great variety of national issues with political reflection, and with control by politicians, who in the average are opportunists rather than statesmen, efficient administration under the State control is practically impossible. In the long run the public pays for inefficiency in administration. Under public ownership the finances may be juggled in such a manner that the people are falsely enthused by direct benefits which they pay heavily for through general taxation.

To put into effect the majority report will mean that the government of Canada will take over and operate roads which will constitute what we are told would be the largest system in the world with the exception of that of Germany. That such a system covering thousands of miles and endeavoring to serve a multitude of interests—political and otherwise—can be efficiently operated by the government is something which those who understand the intricacies of large administration and the looseness of political service cannot hope for. To increase the difficulties, such a system would have to operate in opposition to the Canadian Pacific, one of the most efficient organizations in the world. Either one of two things would happen.

If the government endeavored to compete on a basis of business equality, it would be that looseness of administration which features public ownership lose large sums of money which would either show in the reports or be covered up in the national finances, thus misleading the public.

Or in order to secure a large share of business the government system, backed by misguided public opinion, would reduce rates to such an extent that the Canadian Pacific could not give that efficient service which has meant and continues to mean much to Canada's development. Government losses could either be hidden or if shown, made to appear as the public contribution for the boom of low rates.

And just on this point of Canadian Pacific service it may be pointed out that neither report offered the suggestion that this system be taken over by the government also. If the government can efficiently manage all the other systems which are now more or less crippled, why could it not take over the C. P. R. as well? The same report which recognizes that private ownership to repair the imperfections of others.—Financial Post.

**DOMINION GUARANTEES**

The list of securities guaranteed by the Dominion prior to June 30, 1916, is as follows:—

1. The Canadian Northern Railway Company, chapter 7, Edward VII (1903)

The guarantee is for the principal of £1,923,287 sterling, and interest thereon at the rate of 3 per cent per annum for fifty years.

2. The Canadian Northern Railway Company, chapter 11, 7-3 Edward VII (1908).

The guarantee is for the principal of £1,622,586 19s. 9d. sterling debenture stock and interest thereon at the rate of 3½ per cent per annum for fifty years, from July 20 1908, interest payable half yearly.

3. The Canadian Northern Ontario Railway Company, chapter 6 1-2 George V (1911).

The guarantee is for the principal of £7,493,835 12s. 4d. sterling debenture stock and interest thereon at the rate of 3½ per cent per annum for fifty years, from May 19, 1911, interest payable half yearly, amount actually issued £7,350,000.

4. The Canadian Northern Alberta Railway Company chapter 6, 9-10 Edward VII (1910), as amended by

chapter 8, 2 George V (1912).

The guarantee is for the principal of £647,260 5s. 6d. sterling debenture stock and interest thereon, at the rate of 3½ per cent per annum for fifty years, from May 4, 1910, interest payable half yearly.

5. The Grand Trunk Pacific Railway Company, chapter 71, 3 Edward VII (1903) and chapter 24, 4 Edward VII (1904) and chapter 98, Acts of 1905.

The guarantee is of 3 per cent bonds of the railway company to an amount equal to 75 per cent of the cost of construction of the Western Division of the National Transcontinental railway, but not exceeding \$13,000 per mile in respect of the Prairie section of the said railway. The amount of bonds issued and guaranteed is £7,200,000, of which £2,300,000 were issued in 1905, £2,000,000, in 1909, and £2,000,000 in 1910.

The total authorized issue was £14,000,000 and the balance of the issue not sold to the public—£6,800,000—was purchased by the Government under the authority of the Grand Trunk Pacific Bond Purchase Act, 1913. There is therefore no guarantee, as respects this part of issue, outstanding.

6. The Canadian Northern Alberta Railway Company, chapter 6, 2 George V (1912).

The guarantee is for the principal of £733,561 12s. 10d. sterling debenture stock and interest thereon at 3½ per cent per annum for fifty years, from April 1, 1912, interest payable half yearly.

7. The Grand Trunk Pacific Railway Company, chapter 20 of the Acts of 1914.

Total guarantee authorized, \$16,000,000, interest at 4 per cent. Sold to the public, \$3,193,507; pledged against advances \$7,500,000; Pledged to Grand Trunk Railway Company, \$6,306,493.

8. The Canadian Northern Railway Company, chapter 20 of the Acts of 1914.

Guarantee authorized, \$45,000,000 at 4 per cent. Sold to the public \$17,033,333; pledged with Columbia Trust Coy., New York against advances, \$15,333,333.

**A MISUNDERSTANDING**

A certain English foreman in one of the Kensington textile factories is in the habit of having an apprentice heat his luncheon for him. The other day he called a new apprentice.

"Go down stairs and eat up my lunch for me," ordered the foreman.

"The boy—a typical young American, with no knowledge of cockney English—obeyed with alacrity. He was hungry.

"Where's my lunch?" he demanded. The boy gazed at him amazedly.

"You told me to eat it up—and I eat it," he stated.

"I didn't tell you to 'heat' it up!" roared the irate foreman. "I told you to 'eat' it up."

"Well, I didn't heat it up," maintained the youngster stoutly. "I eat it cold."

**GET FIGHTING SUIT ON**

We fight the Turk, the beggar runs. We fight the Bulgar and the Hun. We swat the flies, but mores the pity There's no one fights the durned Moskittle.

Now there's a thing wants more than watchin'.

Out on the flats there are millions hatchin'.

Just walk out there and you can see them.

The waters all a wriggle w' them.

Now, if these boggars make a break, 'Twill be our fault, and our mistake. So out upon them right away.

There's only one thing "We must spray"

If a negro should drop a plate of turkey what effect would it have upon the world? It would be the downfall of Turkey, overthrow of Greece, the humiliation of Africa and the destruction of China.

See me now about that Insurance

**FIRE :: LIFE**  
**Etc., Etc.**

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

**A. McCallum**  
**Abbotsford**

**The Right Road.**

The road to successful business may not be so easy as the well worn road to failure, but the trail has been well marked by those who have passed that way. They never needed any brakes on the road to success, but often required a whip, particularly at the rough places. The whip they invariably used was newspaper advertising. If you will think of the most successful merchants or manufacturers you know of, you will find they were liberal users of newspaper advertising. They began as small advertisers, and grew to be large ones, as a natural consequence.

Will you, Mr. Merchant, profit by their experience?

**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.



# ABBOTSFORD

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XXXXXXXXXX

XXXXXXXXXX  
XXXXXXXXXX

# 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.
- F. Brown, invalided.
- H. Grimley.
- A. Teng.
- A. Hill-Tout.
- L. Trethewey.
- J. Fraser.
- C. T. McPhee.
- 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. Mallue.
- A. Healey.
- J. Welch.
- A. A. Fermon.
- T. Donnelly.
- E. Anderton.
- A. A. F. Callan.
- J. Bousfield.
- C. Byles.
- R. Peters.
- T. Davis.
- T. Mayson.
- 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 Gireday.
- 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. Sinsom.
- John Sinclair.
- Albert Davenport.
- Joe. King.
- 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 McGillivray.
- 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.**



**J. G. COPPING**

**PIONEER MEAT MARKET**  
ABBOTSFORD, B. C.

For Hams, Bacon, Smoked Fish, Labrador Herring and Salt Cod

Choicest Meats Always on Hand

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You use your telephone when you wish to communicate with a friend or your tradesman. You naturally use the telephone under those circumstances.

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**BRITISH COLUMBIA TELEPHONE Co. Limited**

**Flour Still Rising**  
The Biggest Dollar's Worth in the Fraser Valley  
Fourteen 14oz. Loaves For

**\$1**

**ALBERT LEE, Grocer and Baker**

**Notes From Hetzie**

Great sorrow is being felt throughout the district over the serious illness of Miss Dorothea Manson, who has been lying at death's door for the past few days. Dr. Stuart, who is attending the unfortunate young lady, has diagnosed the case as spinal meningitis. Miss Manson's many friends are hoping that the next 24 hours will bring a change for the better as her condition at time of writing is unchanged.

Owing to lack of demand and lateness of season, rhubarb is moving slowly and at a low price. Advice from the prairies state that competition is keen and demand sluggish. The Washington barb has been shut off and dealers are handling almost exclusively the Mission-Hatzic product. Large quantities of imported rhubarb on the early market has to a certain extent been the cause of the prevailing low prices. Whether the superior quality of the Mission-Hatzic barb remains to be seen.

**After The Mosquitoes**

(From Fraser Valley Record)  
The regular meeting of the Board of Trade was held on Monday evening with a grand attendance, and the session was quite a prolonged one owing to the fact that there was much work came up for discussion. Among the communications read was one from Hon. John Oliver re the mosquito question and what the government was doing. He said the government was having a pamphlet printed which would be ready for

distribution in the course of a few days.

Pte. Walter Plumridge has been wounded and is at a hospital in Leeds England. He was hit in the knee.

Pte. R. A. Tarlton has paid the supreme sacrifice for king and country. Word reached Mission City on Sunday morning to that effect, although it is supposed to have happened some weeks ago.

Mrs. R. A. Tarlton who resides in Mission City, where she has been endeavoring to keep the home together, anticipating his return after the war, has the deepest sympathy of the community.

Mr. J. McLaughlin received a letter from the London Red Cross through Mrs. Appleby saying that his son, Pte. Jack McLaughlin was believed to have been killed at Courcellette on Nov. 18th.

**The Council Meeting**

The regular meeting of the Mission Council was held on Saturday last with all members of the council present and the revee in the chair.

That the clerk be instructed to write the Hon. John Oliver stating that the council has made this appropriation and will have free gratis labour to apply same the first time and to ask the government to look after the second and third application; also to ask them to look after Dewdney and Nicomen Island.

That the clerk also write the Matsqui council asking them to oil for the mosquito pest.

**QUESTION OUGHT TO BE SETTLED**

However the battle was ended, though proudly the victor spoke of the ground that was his on the hilltop  
Where the baseball players grope,  
Still we proclaim this motto—  
In letters of burning light—  
No question is ever settled  
Until it is settled right.

Though the heel of the strong oppressor  
May grind us into the dust  
And the voices of those who against us rose,  
May say he's right and just;  
Let those who agree take warning  
And keep this motto in sight—  
No question is ever settled  
Until it is settled right.

Let those who have played take courage  
Though the enemy seems to have won  
Though his arguments strong, if he is in the wrong  
The battle is not yet done  
For sure as daylight follows  
The darkest hour of night—  
No question is ever settled  
Until it is settled right.

Let those who have fought us be honest  
And stand by that which is right,  
Let the voices of those who the players' oppose,  
For the ground that we have played on  
We have toiled on day and night,  
So a question is only settled  
When it is settled right.

Take heart you friends of the toiler!  
Shrink back, upholders of wrong!  
For sure as death with life's last breath  
We'll hurry the right along.  
For as sure as the night's departed  
At the first grey beams of light—  
No question is ever settled  
Until it is settled right.

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Until it is settled right.

**THE MAIL-ORDER HOUSE**

(Tune, "The Old Oaken Bucket.")  
How dear to my heart are the scenes of my childhood  
When fond recollections present them to view—  
The church, and the store, and the school in the wildwood,  
And all the loved spots that my infancy knew.

Last summer I wandered again to the village,  
But found not a neighbor of old or his spouse;  
The streets were deserted, the farms needed tillage—  
Town had been killed by the mail-order house.

The village had vanished when merchants were banished,  
But one lone survivor, as scared as a rabbit,  
I found and asked why the village was dead.

"The town got the mail-order catalog habit,  
And that was what killed it forever," he said.

"It was not a war, epidemic, or pillage,  
No foeman's invasion or robber's The money that should have developed the village  
Was all sent away to the mail-order house—  
The money we earned here—never returned here,  
When it was sent to the mail-order house."

"A reformer is a man who is always looking for something to shock him."

**Away Up At Deroche**

The Honour Roll of the men who have enlisted from the district of Deroche and Nicomen—23 in number four of whom have been killed in action—was unveiled by the Deroche Club in the Deroche Hall on Tuesday evening last. A large number were present. The ceremony of unveiling was performed by Mr. Alex. Malcolm whose four sons are in France. Rev. Mr. Gilliam of Agassiz delivered the address. Mrs. Horwell, Mrs. McKay, Mrs. Marieux, Mr. Hicks, of Agassiz, Miss Gibbs, Mrs. Ross and others contributed to the musical programme.

A collection of \$17.00 taken will go to the returned soldiers Hospital at Vancouver.

**Dewdney Doings**

The home of Mr. and Mrs. E. J. Fellows located opposite Dewdney store was totally destroyed by fire about 4:00 o'clock last Monday evening. Practically nothing was saved. The cause of the fire is not known.

Pte. Willis Davis passed through here Monday evening on his way to the front. He was met at Mission City by his parents and relatives with many friends. We all wish him good luck and a happy return.

Pte. J. H. Stynes of the Canadian Engineers at Vancouver was the guest at the home of Mr. and Mrs. A. A. Nichols last Sunday and Monday. The Fraser river is coming up and a bad flood is expected in the low

**LANDS OF THE VALLEY**

Mr. H. B. Madill was on business to Vancouver last Tuesday. Mrs. Albert Mothemly left for Vancouver Saturday.

Several young people of Dewdney attended the Silverdale Dance last Friday evening.

**AN APPEAL**

The following appeal from S. T. Warren, Convenor of War Savings Committee Toronto, to the Girl Guides will interest a number of our readers:

"I wonder if the 'Guides' realize just what a splendid opportunity the Government is offering them through the 'War Savings Certificate'—at one and the same time to help win the War, and to make a truly good investment for themselves?"

"The 'War Savings Certificates' have nothing to do with the 'Third Canadian, or 'Victory War Loan,' Just closed—but is an offer made by our Government, and which may be availed of at any time by any one and through any Chartered Bank.

"The girl who has saved \$21.50, buys a Certificate which in three years the Government promises to redeem and to give her \$25.00. This, you see, represents her \$21.50, plus interest on it for three years at 5 per cent. If she has \$43.00 saved, she will take back \$50.00 in three years time, and, if she be lucky enough to have saved \$86.00, she receives back \$100.00 in three years time. This is considered by business men an excellent and absolutely safe investment.

"The gardens, which it is hoped many boys and girls will work themselves, this summer, should be a good means of saving \$21.50.—How splendid it would be if every girl would make a 'War Savings Certificate' her goal."

**Save Old Tin Cans Too**

Ottawa Department Suggests That Old Tins Should be Preserved.

Officials of the Department of Trade and Commerce state that there is a shortage of tinplate in Canada. This is due to lower production in England and the shipping situation. The Department thinks that steps should be taken to collect all the tin available, such as tin boxes and cans, in order that it may be used over again. It is believed that if some systematic plan of collection is adopted the shortage of the tinplate will be largely made up.

**OREGON & PORTLAND RAILROAD CO. GRANT LANDS**

Title to same revested in United States by Act of Congress dated June 9, 1916. Two million three hundred thousand Acres to be opened for homesteads and sale. Timber and Agricultural lands. Containing some of the best land left in the

United States. Now is the opportune time. Large Map showing lands by sections and description of soil climate rainfall, elevations, etc. Post paid one dollar. Grant Lands Locating Co. Box 610. Portland, Oregon.

**NOTICE**

To whom it may concern

TAKE NOTICE that the partnership heretofore existing between T. A. Swift and C. A. Ryall under the firm name of Abbotsford Garage Co. at the town of Abbotsford, in the province of British Columbia has this day by mutual consent been dissolved.

The business will be carried on by the undersigned to whom all account should be paid.

Dated at Abbotsford, B. C., this 29th day of March, A. D. 1917.

T. A. SWIFT

**J. H. JONES**

**Funeral Director**

Furnisher of Funeral Supplies

Phone Connection, Mission City

HUNTINGDON B. C.

**HUGH McBRIDE**

**General Blacksmith**

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Carriage and Repair Work of all kinds

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Satisfaction Guaranteed

Next to Alexandria Hotel

HUNTINGDON B. C.

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D. EMERY, Proprietor.

TEAMING and DRAYING

WOOD and COAL For Sale

Orders Promptly Filled

Auto For Hire.

Give us a call and you will be used right every time.

ABBOTSFORD, B. C.

**ABBOTSFORD HOTEL**

ABBOTSFORD, B. C.

Strictly first-class in every respect. The bar is stocked with the best of wines, liquor and cigars,

RATES, \$1.50 TO \$2.00 PER DAY

A. J. HENDERSON & SONS

PROPRIETORS

**Alexandria Hotel**

Farmers' and Travelers trade solicited.

Newly Furnished

Thoroughly Modern

M. MURPHY, PROPRIETOR  
HUNTINGDON, B. C.