It is useless to alter bad laws unless you are able to obey good ones

The Grand Forks Sun

And KETTLE VALLEY ORCHARDIST

TWENTY-THIRD YEAR—No. 48 "Tell me what you Know is true I can guess as well as you." FRIDAY, OCTOBER 3, 1924

Legislative Library

GUN FIGHT WITH RUM-RUNNERS

Two Wounded in Battle Between Prohibition Agent and Alleged Booze Peddlers

Two men were shot down near Curlew, in Ferry county, Weshington, in a running gun battle between the occupants of a government automobile and another car alleged to be a border runner, early Wednesday morning.

George D. Murray, federal prohibition officer of Seattle, stepped into the road and signalled a passing automile to stop. With him was Officer Saddler. There were two occnpants of the car and the one sitting next to the driver opened fire on the officers, wounding Murray in the abdomen.

Saddler returned the fire, wounding one of the men, but failed to stop the car, which rushed west and left its wounded oceupant at the first ranch. Pursuing the car to the ranch, Officer Saddler learned the wounded man's name to be Foley Payne, but beyond giving his name he refused to talk or to divulge the identity of the driver.

The bullet entered Payne's cheek, fractured a jaw bone and fractured vertebrae at the base of the skull. He was takeu to the hospital at Republic and is under the care of Dr. C. F. Hinton, who says he will recover if infection does not set in Payne, age 45, is unmarried and has lived on a ranch near Danville fifteen years.

Officer Murray is in the Grand Forks hospital in this city suffering from a flesh wound in the abdomen, from which no serious developments are expected. Mrs. Murray arrived in the city yesterday from Seattle.

H. S. McClure, chief of Spokane prohibition forces, was called to the chase on Wednesdey and is working with John Pickett and Officer Saddler in pursuing the fugitive automobile.

Payne was takeu to Republic by a rancher, William Gallop, who has been convicted on state liquor charges, ederal officers say. Prohibition officers believe that Gallop was not one of the men in the escaped car.

It was reported last night that the fugitive had been arrestek by Okanogan county officers, but this has not been confirmed.

Because Ferry county officers could not deal with the situation, a federal patrol was placed on the horder, and has succeeded in reducing the amount of liquor smuggled across the line by the Grand Forks-Curlew Republic route 75 per cent, according to Roy Lyle, federal prohibition director.

Value of an Education

Pat was sexton of St. Bridget's church when the officials decided to combine the duties of a clerk with those of sexton. Since Pat couid neither read nor write he lost the job. Then he got work driving a wagon and went to hauling dirt.

Pretty soon he bought the wagon and the horses that he drove. At the end of a year he owned several wagons, purchased with his profits. After another year or so he had a large and prosperous transportation business with many wagons and trucks.

About that time he was making a contract, and when he admitted that he couldn't read, the lawyer said: "You can't read, and yet you have built up this great business! My, my, what wouldn't you be if you'd only learned to read and write!"

"I would be sexton of St. Bridget's church," said Pat.

PERFECT ATTENDANCE

The following pupils of the Grand Forks Public School were neither late nor absent during September:

PRINCIPAL'S CLASS.

George Biddlecome, Aubrey Dinsmore, Jessie Downey, Edith Euerby, Edmund Euerby, Eugene Fitzpatrick, Fred Gallipeau, John Graham, George Hadden, Joseph Lyden Alex McDougall, Glen Murray, John Santano Ruby Savage, Ruth Savage.

DIVISION II.

Eric Clark, Alice Doporter, Jean Donaldson, Georgina Grey, James Hardy, Mabel Hobbins, Dorothy Jones, John Kingston, Freda Lyden, Gordon Massie, Jigi Maurelli, Laird McCallum, Agnes McKenzie, Fred McKie, Donald McKinnon, Helen McKinnon, Louise McPherson, Jim Miller, Arthur Morrison, Reggie Mudie, Francis O'Keefe, Elmer Scott.

DIVISION III.

Charlotte Acres, Everts Biddlecome Rosamund Etchan, Norman Cook, Patsey Cook, Josephine Davidson, Raymond Dinsmore, Robert Foote, Jean Grey, Colin Graham, Clarence Hardy, May Hobbins, Catherine Henniger, Vilmer Holm, Evelyn Innes, Harold Jackson, Marie Kidd, Mary Kingston, Zelma Larama Betty McCallum, Lily McDonald, Walter Manson, Fred Mason, Elizbeth Mooyboer Charles Robertson, Walter Ronald, Lewis Santano, Fred Smith, Winnie Smith, Edward Wright.

DIVISION IV.

Harry Anderson, Beverley Benson, Helen Beran, Earle Bickerton, Elaine Burr, Ian Clark, Roy Cooper, Ernest Hutton, Sereta Hutton, Lee Maurelli Euphie McCallum, Edith Patterson, Mildred Patterson, Gladys Smith.

Grade VI, Junior—Evelyn Collins, Ernest Crosby, Ernest Danielson, Bernice Donaldson, Melvin Glaspell, Charles Harkness, Margaret Kingston Betty Massie, Madeline MacDougall, Peggy McCallum, Bruce McDonald.

DIVISION V.

Mildred Anderson, Angelo Colarch Evelyn Cooper, Ernest Fitzpatrick, Clarence Henderson, Dorothy Liddicoat, Winnifred Lightfoot, Joe Lyden Daisy Malm, Hazel Mason, Laura Maurelli, Richard Michener, Harry Murray, John McDonald, Florence McDougall, Charlie McLeod, Minnie McNevin, Marjorie Otterbine, Elsie Prudhomme, Donald Ross, Sheila Rylett, George Savage, Mildred Smith Jessie Sweezey, Winnifred Truax, Billy Tutt, Peter Vatkin, Agnes Winter.

DIVISION VI.

John Baker, Albert Doporter, Katie Dorner, Bruce Harkness, Isabel Huffman, May Jones, Harold Montgomery Mary McKinnon, Helen Pell, Tony Santana, Laura Sweezey, Irene Bickerton. Peter DeWilde, Bruce Grey, Bessie Henderson, Chester Hutton, Prackup Kabatoff, Genevieve Mitchell Norman McDonald, Clayton Patterson, James Robertson, Glen Skhuratoff.

DIVISION VII.

Alberta Biddlecome, Catherine Davis, Teresa Frankovich, Dorothy Innes, Eyrtle Kidd, Jack Love, Florence McDonald, Victor Rella, Edna Scott, Alex Woods, Ernest Anglis, George O'Keefe, Winnifred O'Keefe, Elizabeth Peterson, Gordon Wilkins.

DIVISION VIII.

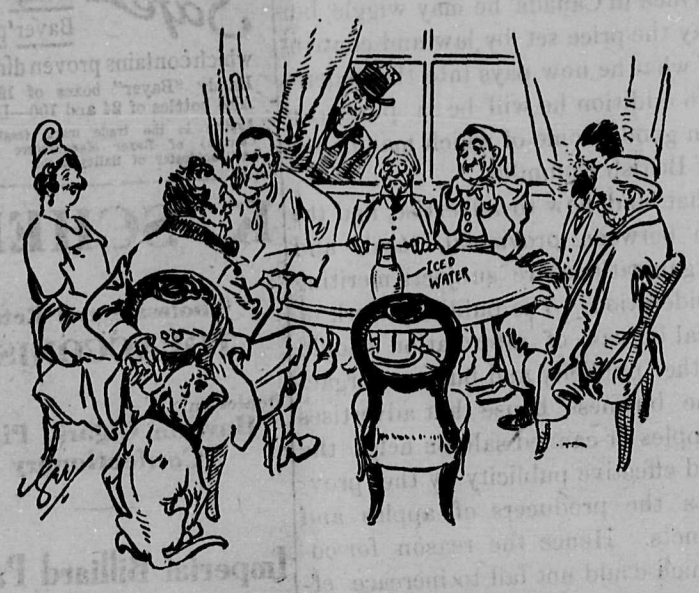
Nels Anderson, Margaret Baker, Alice Bird. Mike Boyko, Steve Boyko Mary Colarch, Junie Danielson, Wilma Davis, Jimmy Graham, Lola Hutton, Helmer Jackson. Elsie Kuftinoff Janet Mason, Donald Massie, Myrtle Mitchell, Jack McDonald, Jean McDonald, Grace McDonald, Angus McKenzie, Eunice Patterson, Bennie Rella, Norman Ross, George Robertson, Mona Rylett.

DIVISION IX.

Morris Bailey, Howard Bryant, Lindsay Clarke, Winnifred Cooper, Lois Dinsmore, Doris Egg, Fern Henniger, Irene Hutton, Nels Johnson, Robert Kidd, Irene Lightfoot, Audrey Markell, Mabel Miller. Francis McDougall, George Olson, George Ruzicka, Bertha Wolfram, Carl Wolfram.

DIVISION X.

Gordon Bryant, Gladys Clark, Shirley Docksteader, Roger Dondale, Ralph Erickson, Bernice Hull, Norman Hull, Mary Kuva, Catherine MacDonald, Sadie MacDonald, Crystal Mason, Doris Mattocks, Ralph Meakes, Beverly Mehmal, Wilma Miller, Leonard Montgomery, Joe Pohoda, Annie Ronald, Eva Woods, Arthur Wright.



THE VACANT CHAIR

Cousin Jonathan—"Say, I'm with you in spirit, but I guess you haven't got the real spirit there yet."

(The official absence of America is the outstanding feature at the Geneva conference.)

THE WEATHER

The following is the minimum and maximum temperature for each day during the past week, as recorded by the government thermometer on E F. Law's ranch:

	Max.	Min.
Sept26—Friday	67	39
27—Saturday	72	29
28—Sunday	77	30
29—Monday	79	32
30—Tnesday	67	41
Oct. 1—Wednesday	60	42
2—Thursday	51	38
		Inches
Rainfall		0 30

ATTORNEY GENERAL ISSUES WARNING

Says He Is Not Satisfied With Enforcemnt of Motor Vehicle Act By Municipalities

Attorney General Manson in a letter which he has sent to all the chiefs of police of the municipalities of the povince, says he is not satisfied with the manner in which the motor vehicle act is bei g enforced.

"I am not satisfied with the enforcement of the motor vehicle regulations in the muicipalities. There are still a very large number of cars allowed to run by night with one light, or with headlights of uneven candlepower. I can see no excuse for this. A few prosecutions, well advertised, would cause the public to appreciate that they must observe the regulations. But, even more serious than the breach of the rule as to lights, is the failure of the motor public to use the prescribed signals. The use of the signals should be insisted upon at all times by all means, until it becomes a matter of habit with the driver. I quite appreciate that one may be driving in the outlying parts or residential portion of a municipality and knowing there is no vehicle behind him, be tempted to omit the use of the signals. While rhis is excusable in one sense, it is nevertheless a violation of the aat, and certainly induces a careless habit. I think it would be much better if our municipal police apthorities would insist rigidly that the signals be used on all proper occasions. Let prosecutions take place day ofter day and week after week and the prosecutions be well advertised and in the course of six months everyone as a sheer matter of habit will be using the signals. The result will be that numerous accidents that are now taking place will be avoided. It is not satisfactory to me that the police should be lax and say to themselves, 'Oh, well, no harm done.' The law is there and it is not for the police to say that it shall be waived.

"In a friendly and cooperative spirit, I wish you would make it clear to the heads of municipal police forces that it is expected that they will enforce the regulations to the letter. It will be for the courts to exercise discretion as to the penalty to be imposed on the offender.

"What I have said with regard to the two particular regulations may be said with the same force with regard to the statutory rule as to driving to the common danger. Prosecutions for driving to the common danger would eliminate probably 25 to 30 per cent of the serious accidents that happen It is needless to prosecute after an accident has happened. The time to prosecute is before it has taken place.

"Pleace keep me advised as to the progress made in connection with the above. A. M. MANSON."

M L. Herr, of the International Bible Students' association, delivered a lecture in the Empress theater Thursday evening to a fair-sized audience on present-day troubles, predicting that they would soon be over.

No boy who is denied college training can think up so many ways to ask dad for money

ALL THE NICE GIRLS

The Canadian Pacific liner "Montreal" recently brought 200 happy Canadian University Students home fr a stay of several weeks in England and on the continent. A happy group of girls are here seen with Capt. ohn Hall, commander of the ship. The steamer called at Cherbourg to pick up 250 returning Canadian teach ho had spent part of the summer abroad.

CIRCULAR SAW RIPS SKULL OPEN

Man With Part of Brain Cut Away Has a Good Chance of Recovering, But May May Lose Memory

With hss head ripped open from the back of the skull to the root of the nose, when he attempted to raise his head while clearing edgings and sawdust from under a circular saw at a mill near Orient, Wash., Joe Logsdon was rushed to the Grand Forks hospital in this city the first of the week.

Dr. Kingston dressed the wound and the man has since been under his care. Part of the skull had been torn away, several small bones in the head had been shattered and had to be removed, and small portions of brain matter from the upper part of the head had also oozed out of the wound. But in spite of the critical condition of the man when he was brought to the hospital, at bresent there seems to every indication that he will recover. The wound is healing nicely. While Dr. Kingston has every hope of saving the patient's life, he has some doubt as to whether the man well ever again be 100 per cent efficient mentally. At present he seems to be suffering fram loss of memory.

Logsdon is about 27 years of age and unmarried, His father and a brother are also employed at the mill where he accident occurred. The family formerly lived at Danville, Wash.

TELEGRAPHIC MARKET NEWS

(All prices are for Monday and are wholesale unless otherwise quoted.)

Vancouver—B.C. apples, box, McIntosh Red, extra fancy, 2 60; fancy, 2 25; ccrates, 1 75; Wealthy, fancy, boxes, 1 85; crates, 1 75; Jeffery, boxes, extra fancy, 2 25; crates, 1 50. Hyslop, box, fancy, 1 75. Jonathan, extra fancy, 2 50; crates. 1 85. Bartlett pears, faucy, 3 00; Flemish Beauty, fancy, 2 75. Italian prunes, 16-lb box, 1 00

Vernon—Jobbing prices Okanagan points: Macks, extra fancy, 2 00; fancy, 1 75; C grade, 1 50; Wealthy, fancy, 1 50; crates, 1 25. Pears, fancy, 2 50; C grade, 1 25; D'Anjous, fancy, 3 00; C grade, 2 75. Hyslop crabs, fancy, 1.50; C grade, 1 25. Prunes, 90c. Assorted plums, four box crates, layered, 1 25; jumble, 1 00. Potatoes, 30. Onions, 45 to 50 ton. Semi ripe tomatoes, crates, 75c to 90c; green, in pear boxes 65c to 75c. Marrow, pumpkin and squash, 25 ton. Celery, 3c lb Jonathans sold at 1 75 f o b, extra fancy; 1 50 fancy, 1 25 crates. 15 carloads crates McIntosh offered Vancouver at 1 00 f o b.

Calgary—B.C. Macks, fancy, Winter Banana, 2 25; St Lawrence, C, 1 75; Wealthy, fancy, 1 90; all varieties, crates, 1 65 to 2 00. Hyslop, fancy; 200. Flemish, 3.25 Tomatoes, medium and ripe, fours, crate, 1 25; Ponds Seedling, 2.00; Italian, No. 2, in peach boxes, 1.25. Elberta, No 2, 2.00; Onions, 3c. Alberta potatoes, 2c. Washington Elbertas, No 2, 2.00; Italian, 1 25.

Edmonton—B C. Wealthy, Wismer Cox, Kings. McIntosh. 2.25 to 2 50; crates, 1.80 to 2 00; McIntosh 2.10 to 2.25 Hyslop crabs, 2 00. Green Gage, 1.50; Blue plums, 1.25. Imported Elberta peaches, 2.50. Rest of market no change.

Charity begins at home, but reform begins elsewhere.

The Grand Forks Sun

AN INDEPENDENT NEWSPAPER

G. A. EVANS, EDITOR AND PUBLISHER

SUBSCRIPTION RATES—PAYABLE IN ADVANCE

One Year (in Canada and Great Britain).....$1.00
One Year (in the United States) 1.50

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OFFICE: COLUMBIA AVENUE AND LAKE STREET.

FRIDAY, OCTOBER 3, 1924

Publicity and Prosperity

BY H. W. HART, SECRETARY PROVINCIAL BUREAU OF INFORMATION.

One of the greatest factors in the business world is publicity, and in any enterprising business organization the appropriation for udvertising bulks largest in the overhead expenses. The mere spending of money for this purpose does not mark any organization as progressive or efficient; the value of the publicity in relation to its cost is the thing which counts. Cooperation is the first principle. Take bread as an exampie. The baking trade advertises extensively: "Buy bakers' bread"; the appeal has its effect, and John Doe, who advertises his "Peanut Bread," secures a new customer. The trade appeal induced the consumer to buy bakers' bread; John Doe's advertisement told of a specific local bread; and between the two both John Doe and the baking trade in general benefited. "Save the surface and you save all," is another example of the thought that I wish to convey.

British Columbia is the largest business in the province; it is the province, and the business of advertising it is of importance to all residents, shareholders in the company. In selling its goods, not to and for the sole benefit of individuals, but for the profit of all, publicity must take a foremost part. Publicity of the most effective kind, returning full value for every cent expended is what is wanted; and to ensure the greatest possible results coopnration is imperative. The lesson of "buy bakers' bread" and "save the surface' should be taken as the base of operations; all publicity forces should be marshalled, and a concentrated plan of campaign mapped out. It is not necessary for any units to lose their individuality, but coordination of effort would increase the effectivness of British Columbia's, at present, unorganized publicity.

Competition often leads to error of judgment which might be prevented. Brown Brothers naturally try to sell their own shoe polish and do all in their power to keep Black & Company's goods out of the market. But if in their efforts to force their own goods on a reluctant customer, they turn him against Black's polish, and he purchases a foreign article iustead, both firms lose. Foreign trade is advanced at the cost of Canadian industry, and the aggregation of such cases means that less money is available for the purchase of Black's and Brown's polishes by unemployed consumers.

In selling a country (not in the base sense), local interest, naturally and rightly, is the first consideration. The log-hut community of Lone Dog Creek wants to boost the great advantages of its locality and natural resources, with its sure and certain prospects of rapid expansion. The longed-for prospect is told of all the good things, and possibly some of the bad; but it does not fill his particular requirements Hades Hollow, an opposition community, is brought into the conversation, but the portrayal of that indescribable "dump" promptly decides the prospect that he has hit the wrong trail. Do the idlers of Lone Dog Creek who, from their "box" seats in the general store, watch the dust caused by the departing prospect on the trail to Back Again, Washington, U.S.A., realize they have made a bad stroke of business? When Lone Dog Creek failed to please and the prospect evinced interest in Hades Hollow, he should have been given all possible information and encouragement instead of discouragement. Had he located at the latter place he might later have strolled into the former with his suitcase and eventually gained renown as Lone Dog Creek's oldest inhabitant. Failing that he would have been a prospective customer for the dreamed of mail order house at the corner of Box and Cox streets if the streets were cut through.

A settler lost to the province affects every community, large and small. It means one less over which to spread the burden of taxation. It means one consumer less; one less to develop the province, and—it delays the return of prosperity. From the writer's point of view, British Columbia comes first. But if a desirable settler can not be induced to come here, get him into Canada if possible. He may eventually follow the sun to British Columbia, and then contiuue with the birds to Victoria. If he never comes to Canada he can never reach this province. Once in Canada he may wiggle, but he must pay the price set by law and contribute part of what he now pays into the federal treasury. In addition he will be a purchaser of Canadian goods, some of which may be the products of British Columbia.

Why, what and how to advertise, and the relationship between provincial, local, and business organizations are subjects meriting careful consideration. The publicity work of the provincial bureau of information should fit in with other publicity and business organization. The business house that advertises Okanagan apples or canned salmon helps the province, and effective publicity by the province benefits the producers of apples and salmon products. Hence the reason for cooperation which could not fail to increace efficiency all round and bring back a measure of prosperity to British Columbia.

Notes • Notions • Notables

With shells screaming overhead and the rattle of machine guns in the air, an officer of the Irish guards in the front line trenches near Givenchy in 1915, noticed some pinks growing in the garden of a shell-battered cottage between the lines. That night he succeeded in digging up some of the plants with an entrenching tool. Eventnally they reached a garden in Surrey, where they have bloomed and increased. Now plants grown from those war refugees have been taken back to Givenchy by an officer of the Imperial War Graves commission, and their white flowers are to be seen in the Guards' cemetery, and by the memorial of the West Lancashire territorials.

Dr. Amelia Reinhardts, who is at the head of Mills eollege in California, is said to possess more college and university degrees than any other woman in America. In addition, she has the distinction of being the only woman to hold the presidency of a college In any part of the far west.

A wife is a person you can teach to drive a without hugging her, says the San Francisco Chronicle.

It will do our readers no harm if they give a few moments' thought to the ideas embodied in the article on Publicity and Prosperity, by H. W. Hart, on this page. There are people in many municipalities in this provinee who would rather drive a prospective settler or an industrial enterprise away from their town than to have him or it locate in a section of the city that would not benefit them directly and immediately. These persons especially can benefit their communities by practicing the principles embraced in Mr. Hart's article.

It always makes a man feel out of place when he loses his situation.

Ancient History

Items Taken From The Grand Forks Sun for the Corresponding Week Twenty Years Ago

W. H. Covert, the rancher, is shipping prunes to the Northwest.

The Great Northern is now laying steel on the smelter spur and will soon have connections with the big works on the hill.

W. J. Bowser, K.C., of Vancouver, grand master of the Graud Lodge A.F. & A.M. of British Columbia, made an official visit to Harmony Lodge No. 37 last Monday evening.

The street lights have been cut off during the present week on account of the extremely low water in the river, causing a shortage of power both at the local station and at Cascade.

Genuine BAYER

ASPIRIN

Say "Bayer"- Insist!

For Pain Headache
Neuralgia Rheumatism
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Safe — Accept only a Bayer package which contains proven directions

Handy "Bayer" boxes of 12 tablets
Also bottles of 24 and 100—Druggists

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K. SCHEER

Wholesale and Retail
TOBACCONIST

Dealer in
Havana Cigars, Pipes
Confectionery

Imperial Billiard Parlor
Grand Forks, B. C.

General News

Zane Grey, the famous novelist, recently caught a 758 pound tuna fish, constituting what is believed to be a world's record. The sea monster was successfully conquered after three hours and ten minutes of grilling endeavor off the Nova Scotia coast, and towed into Liverpool harbor. Mr. Grey's prize is a species of the blue fin family. The record before this catch was held by J. K. L. Ross, the well-known Montreal sportsman and financier, who caught a 710 pound tuna.

One of the most remarkable achievements in art printing yet produced in Canada and one which finally disposes of the idea that such work cannot be satisfactorily handled by Canadian firms is found in the new booklet issued by the Canadian Pacific Railway dealing with the forthcoming 1925 Round the World cruise of the company's steamship "Empress of France." The booklet contains 40 pages of text and color illustrations, the latter exquisitely combining many brilliant hues in a number of highly imaginative designs.

Canadian Pacific gross earnings for July totalled $14,883,677 as against $15,677,835 for the same month last year, a decrease of $794,159. But in order to meet this reduction, operating expenses were reduced by $1,963,686, those for the month being $12,544,115, as compared with $13,607,802 for July, 1923. Thus the net earnings for the month showed an increase of $269,527 over those of the same month a year ago. For the 7 months of the year to July 30 gross earnings showed an increase of $3,017,265; operating expenses an increase of $1,924,013 and net earnings an increase of $1,093,251.

LADIES

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Look Cool
and Feel
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Grand Forks, B. C.

Corporation of the City of Grand Forks

Notice re Taxes

On October 1st, 1924, a penalty of 5 per cent will be imposed on all current year's taxes remaining unpaid at that date.

Property upon which taxes for 1922 or previous years remain unpaid, will be offered for **Sale at Public Auction** in the City Office on **Tuesday, September 30th, 1924,** at 10 a.m.

Wednesday, October 1st, 1924, is the **Last Date** upon which redemption can be made of property sold for Delinquent Taxes on October 1st, 1923.

JOHN A. HUTTON.
Collector of Taxes.

Massey-Harris
IMPLEMENTS

We are agents for the well known Massey-Harris line of farm equipment. Let us figure on your needs.

A Complete Line of Garden Tools

MILLER & GARDNER
Furniture and Hardware

Lower Night Rates For Long-Distance Conversations

NEW night rates for long-distance service have been instituted for long-distance calls between the hours of 8:30 p.m. and 7 a.m., on the basis of approximately twice, and in some cases three times, the day period, at two-thirds the day rate. For example:

From Grand Forks—	Day.	Night.
To Nelson	50c for 2 min.	35c for 4 min.
" New Denver	75c for 2 min.	50c for 4 min.
" Trail	30c for 2 min.	25c for 4 minr
" Kaslo	65c for 2 ..in.	45c for 4 miu.

Rates to other points are proportionate and will be furnished by the rate clerk on request.

"Try This Service Tonight"

BRITISH COLUMBIA TELEPHONE COMPANY

Prominent Passengers on Empress of France

Top left, E. W. Beatty, K.C.; right, Hon. Charles A. Dunning; bottom left, Lord Beaverbrook, E. W. Bok, Prince and Princess Obolensky.

The tide of steamship traffic is turning westward again, and the St. Lawrence route is still the favoured one. Beside large numbers of immigrants and returning Canadians, a great many European tourists are now turning toward Canada and these form no small percentage of steamship passenger lists. Perhaps the most distinguished list this season, was carried by the Canadian Pacific S.S. Empress of France on her last westward voyage. Among those on board was Lord Beaverbrook, who with several members of his family will spend some time in this country. He was also accompanied by T. Marson Till, O.B.E., his secretary. Other prominent British passengers were Right Hon. Sir Evelyn Cecil, O.B.E.,P.C., M.P., and Col. Vaughan Morgan, O.B.E.,M.P., of London. E. W. Bok, the famous Philadelphia publisher of Peace Prize fame also made the voyage.

Two passengers in whom much interest centered were Prince and Princess Serge Obolensky whose recent marriage in Paris was one of the big social events of the year. The Princess was formerly Miss Astor. The Hon. Charles A. Dunning, premier of Saskatchewan, was also on the France. Other prominent passengers included Mr. R. Bosch, the inventor of the Bosch Magneto, and Mrs. W. H. Taft, who was met at the dock by her husband, W. H. Taft of the U.S. Supreme Court and ex-President of the United States.

E. W. Beatty, President of the Canadian Pacific Railway, returned on the Empress of France from a short visit to the Company's agencies in England and Scandinavia. He was much impressed by the great possibilities of a furtherance of trade between these countries and Canada.

Asked whether he had seen the Canadian papers while abroad, and had noted the storm of comment and protest that had followed upon the putting into effect of the Crow's Nest Pass rates, Mr. Beatty replied that he had seen a good deal of this, and it was nothing more than had been expected by himself and other railway officers.

"At the time the proposed restoration of the Crow's Nest rates was under discussion," he said "it was made abundantly evident by the railroads that they could not afford in the face of existing costs of operation for labor, materials, equipment, etc., to extend the operation of the Crow's Nest rates beyond the limits orginally fixed. It was also fully explained that if restoration was forced upon the railways many inconsistencies would inevitably result, and some parts of the country would be unduly favored in comparison with others."

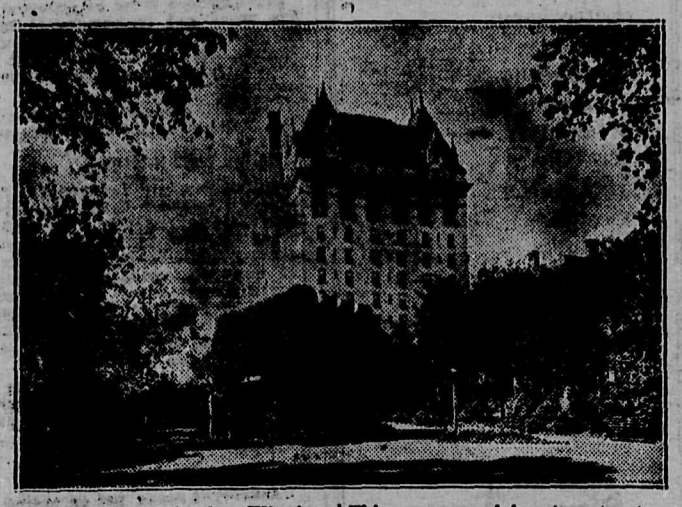
"One of the grave difficulties of the day in railway operation in Canada is that theorists in railroad management are preaching a doctrine that gives no thought to the cost of operation in relation to the price the railroad is permitted to get for the service it gives as a common carrier. In most other lines of business, cost to the consumer is based on the cost of production. I cannot see why it should be different in the selling of freight or passenger transportation. Somebody has got to pay wages and other operating costs, and if the shipper is not willing to do so, I do not know who will, unless the country will pay it as a whole and I imagine that even the strongest supporters of public ownership will agree that we have reached the limit in that direction.

"It is axiomatic, too, that the continuous betterments and improvements to existing railway lines and the provision of capital for extensions and new constructions generally depends directly upon the earning power of the companies, especially in the case of the Canadian Pacific, whose funds must be secured in the money markets of the world and it would be in every respect unwise to borrow unless the general earnings of the company were satisfactory. One of the difficulties facing the railway companies in Canada is that there is not a sufficient margin between revenues and outlays to permit of surpluses for working capital and for the general purposes of the companies. Until this margin is re-established extensive borrowings are highly undesirable. Nothing is more conducive to satisfactory commercial conditions than a healthy transportation situation and this can only be accomplished if a proper relation exists between revenues and disbursements.

"I should like to point out," said Mr. Beatty, "that the Interstate Commerce Commission in the matter of rates and charges on grain and grain products in the western United States very recently decided that the general basis of rates then in effect did not appear to be unreasonable and dismissed the application for reduction. Here it should be remembered that rates on grain and grain products now in effect in western Canada are not less than 40 per cent. lower than those in the United States. The Inter-state Commerce Commission is comprised of highly qualified economists who approach the technical and allied questions of railway rates and costs in a thoroughly scientific manner. On the other hand, the rate situation in Canada which has been the subject of so much comment recently has been brought about by the restoration by act of Parliament of a scale of rates fixed nearly thirty years ago without regard at all to present day costs of the inevitable disruption of the relationship which otherwise existed between various commodities and various producing centres."

Mr. Beatty added that figures had been filed with the Government showing the approximate decreases in revenue to both the Canadian National and the Canadian Pacific railways by the adoption of the Crow's Nest rates on grain. These, he said, reflected a very serious loss of earning powers to the roads which would be made still more serious by the recent restoration of the rates on the balance of the commodities enumerated in that act.

OLD AND NEW FORT GARRY

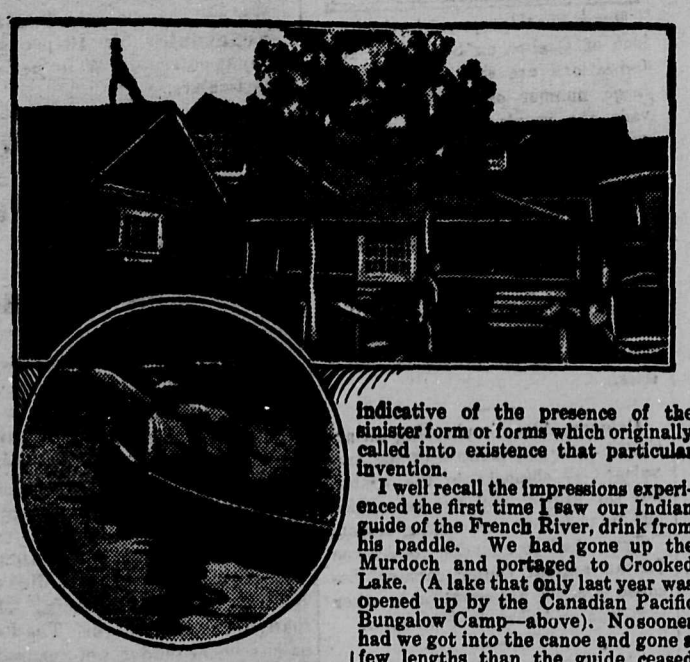


THE story of the Winnipeg forts of the early fur-trading days—Rouge and Gibraltar, Douglas and Garry, is among the most interesting that could be found anywhere. When Verendrye came to the junction of the Red and Assiniboine Rivers in 1738 he established Fort Rouge. The Northwest Company, sixty years later, established Fort Gibraltar, and a few years later Fort Douglas, named after Thomas Douglas, the fifth Earl of Selkirk, was constructed by the Hudson's Bay Company. Many stories are told of conflicts between the servants of the Hudson's Bay and North-West Companies, but the feuds terminated with the amalgamation of the two companies in 1821, and the first Fort Garry was erected as a trading post and settlers' depot. This was an elaborate structure with stone walls, bastions and portholes.

On 1831 the building of Lower Fort Garry, 19 miles down the river was commenced. This was for a time the residence of the Governor of Rupert's Land and the seat of government. In 1835 Upper Fort Garry was begun at the junction of the two rivers and this was the centre of business, government, education and public affairs for more than 30 years, and was the nucleus of the present city of Winnipeg.

The Fort was sold in 1882 and the front gate, now owned by the city and standing beside the new Fort Garry, the hotel of the Canadian National Railways, is all that remains of this historic group of buildings.

Necessity the Mother of Invention



The secret of making ends meet, is, not infrequently, the difference between Success and Failure. Adaptability to hard Circumstances in order to study them with a view to overcoming them, is a mere stepping-stone to the foot of the born Inventor. And, however we look at them, Inventors are "born" as well as "made".

An Inventor has the ability to step off, into Space as it were, to "take the plunge" to quote the man in the street, which more timid, or more sophisticated folk, lack.

Most Inventions come out of two desires. A desire to save labor, and a desire for better service. But an even more fundamental stage lies back of these. The period in some man's life, of Rock-bottom Necessity. And so there has come down to us from the Ancients, who were fond of putting Truths into adages the pithy statement that "Necessity is the Mother of Invention."

The Age of Necessity, is therefore the Age richest in Inventions. The Inventions of a fundamental order, those that saved mankind from extinction, rather than those that spared his strength.

Regarded from this viewpoint what people more rich in Invention than the Indian? What people more capable of "making ends meet"? What people closer in spirit to the Secrets of Nature? What people so able to see possibilities, "a way out" where no way apparently exists, as these simple people of the woods, lakes, rivers, plains and mountains?

From these Fundamentalists, the Pioneer had at once most to fear and most to learn. It was this antithesis which sharpened desire to take-up the land and hold it against the veritably embodied Spirit of Circumvention. And it was when the early pioneers began to appreciate the cleverness of the Indian and the Indian began to appreciate the qualities of life as introduced by the new people, that one began to learn of the other and to prosper by exchange of experiences and by exchange of the inventions for which each stood.

The Indian and the pioneer have this in common. Both were always face to face with Necessity. Danger was clear-cut... everywhere. No getting away from it. And to some extent it is interesting to be able to decipher in most of the primitive inventions of the Indians, whether their habitat was the shores about the Great Lakes, the Prairies from the Lakes of the Woods to the foothills of the Rockies, or the Rockies themselves or the littoral of the Pacific, a certain Something, like an Atmosphere, a curious Fragrance, suggestive of Danger... a bizarre note... indicative of the presence of the sinister form or forms which originally called into existence that particular invention.

I well recall the impressions experienced the first time I saw our Indian guide of the French River, drink from his paddle. We had gone up the Murdoch and portaged to Crooked Lake. (A lake that only last year was opened up by the Canadian Pacific Bungalow Camp—above). No sooner had we got into the canoe and gone a few lengths than the guide ceased stroking and careened the paddle blade so that the clean, cool water dripped as from a clear fountain into his thirsty mouth and throat. No weight had changed, the canoe still ranged ahead from the last stroke, the guide did not change his posture, there was no sound, his eye still commanded the scene. The action was so swift and silent that without bidding my own eye ranged off to the wooded bank, searching for the imaginary foe whose mocassined feet and wary intuition may have traced the invasion by the summer camper of this hitherto undeveloped haunt of trout.

Thus swiftly did this simple act recall the time when it was first practiced. That time in the history of Canada when the Red man's foes were so numerous, when the urge of hunting so keen that even when he took a drink of water he must never lose that vigilance which kept him always on guard.

In itself a mere straw, it holds a psychological subtlety that in detail shows us to what necessity and to what finesse or inventiveness those who live right down to the elemental were driven by the combative elemental forces with which they warred for existence.

We admire these things in ancient and distant peoples, but we are given to overlook them and set little value by them when they occur at our very doors as it were.

Canada is particularly rich in "inventions" of this nature. They are not here things of the Past but of the living Present. I saw the Indian drink from the paddle only last summer. You may see him this.

Adaptation or resourcefulness in so simple acts are among these primitives, progressive after a fashion. The next time our guide took a drink of the cool lake water, he broke the deep flower of a pitcher plant from a clump that grew by the bank and made a drinking-cup of it. Not limited to one cup you see. And in the transition from the oar we can feel there was a transition in poetic fancy. It was a drink of relaxation... a sip of nectar from the flower's heart. And had he been of the Far East we should have said "See the artistic development of this Jap" but being of the West and of the Wilds, it was wholly unlooked for and evoked more of surprise than anything else. It called out on elemental feelings of lurking danger or watchful foes, but the pleasing cognizance that Art is Universal and that some of the primitive inventions follow the sweeter paths of fancy, rather than the ever-present Danger spelled of the "oar-blade" cup.—By Victoria Hayward.

APPALLING RECORD OF CARELESS DRIVING

12,500 persons were killed and 300,000 persons were injured in automobile accidents in the United States during the year 1921, and yet this appalling total seems likely to be exceeded in 1922.

In spite of the most extensive educational campaign against railroad highway crossing accidents ever carried on, figures just compiled by the Insurance Department of the Pennsylvania Railroad System show that in June, July and August, of this year, such casualties increased 30 per cent, as compared with last season.

The period covered embraces the first three months of the National Careful Crossing Campaign," in which railroads of the United States have joined in efforts to make plain the deplorable results of carelessness. During the three months, on the Pennsylvania System alone, there were 107 crossing accidents, in which 71 persons were killed and 115 injured.

That this year's large increase in these casualties is chargeable almost entirely to growth in the reckless and inexperienced driving of automobiles, is shown by the fact that casualties at highway crossings from all other causes combined decreased.

There were 85 automobile accidents at Pennsylvania Railroad crossings in the three months in question. They caused the death of 56 persons, and injury to 107 others, or an average of two personal casualties for each accident. Twelve of the accidents resulted in 39 deaths; four caused the death of 20 persons, or an average of five for each car involved.

In two of the accidents, entire families were wiped out. That these lives were sacrificed to pure recklessness is particularly emphasized by the fact that in both instances the drivers of the cars lived close to the scenes of the accidents and were entirely familiar with the lay-out of the railroad tracks and roads over which they were driving.

The responsibility of automobile drivers for the safety of riders in their cars is no less than that of locomotive enginemen for the safety of their train passengers. It is, therefore, impressive to note that as against the lives lost in only three months by careless driving of motor cars over tracks, there were no passengers killed in train accidents anywhere on the Pennsylvania Railroad System during the entire year ended May 31st, last. In that period no less than 1,400,000 passenger trains were operated and 152,000,000 passengers carried safely.

The chief reason for this striking contrast is that locomotive enginemen are thoroughly trained in every detail of their work, and are required to demonstrate knowledge and ability to operate trains safely before being entrusted with their handling.

On the other hand, analysis of the causes of crossing accidents shows that the vast majority of motor car casualties at railroad highway crossings are attributable to a comparatively small percentage of inexperienced and irresponsible automobile drivers who have neither the knowledge training or judgment required for the safe operation of such machines. The result is often failure to exercise even the most ordinary precautions necessary for the protection of life when approaching or driving over railroad tracks.

Moreover, reckless driving of automobiles is not confined to highway crossings. This is shown by the daily reports in the newspapers of accidents caused by driving automobiles into telegraph poles, or stone walls and by skidding, sideswiping, turning over and colliding. From this running chronicle of death and injury, the conclusion would seem warranted that what is needed at the present time is not merely a Careful Crossing Campaign to concentrate attention on crossing accidents alone, but a national campaign carefully planned and directed against all forms of careless automobile dri-

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People take The Sun because they believe it is worth the price we charge for it. It is therefore reasonable to suppose that they read its contents, including advertisments. This is not always the case wifh newspapers that are offered as premiums with chromos or lottery tickets

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Advertising "to help the editor." But we do want business advertising by progressive business men who know that sensible advertising brings results and pays. If you have something to offer the public that will benefit them and you as well, the newspaper reaches more people than a bill board

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News of the City

A letter to The Sun a couple of days ago from a Grand Forks pioneer now living in Vancouver, brought the information that Charles McAllister passed away at New Westminster on the evening of September 25. Mr. McAllister was 62 years of age, and was one of the pioneer contractor of Grand Forks. For the past fifteen years he lived in Vancouver. A brother in Keremeos survives him. At the time the letter was written funeral arrangements had not been made, but it was thought that interment would be made at New Westminster on the 27th.

The West Kootenay Power & Light company is increasing the capacity of its power plant by 60,000 horsepower, accoeding to the man ger of the company at Penticton, E. E. Gibson. This will give a to al of approximately 100,000 horsepower. A new high tension line is being built between Bonnington and Trail.

A. E Kipping is making splendid displays of big pumpkins, squashes and other big things in a couple of the real estate offices in the city. If a 120-pound English marrow squash carries any weight, there should be a brisk demand for land in his neighbornood in the future.

Ronald Laws will arrive in the city tomorrow from Kamloops to spend a two weeks' vocation with his parents, Mr. and Mrs. E. F. Laws.

P. T. McCallum, local immigration officer in charge, left Wednesday morning for a trip to Qnesnel and other Cariboo points on official business.

Mr and Mrs. John Currie, of Trail, arrived in the city this evening for a short visit.

Ald. F. J. Miller returned the latter part of last week from a visit Marcus.

Joe Cunningham, of Beaverdell, was in the city on Sunday.

Vancouver May Give Curb Market Privileges To Apple Growers

Associated Growers of the Okanagan have made enquiries with a view to disposing of from five to twenty carloads of apples at tde city curb market in Vancouver, E. W. Stark, market clerk, reported to the civic market and exhibition committee yesterday, according to Tuesday's Vancouver Sun. The aldermen took t e stand that as the Okanagan Cooperative association is a commercial concern it could not be given the privilege under the existing bylaw of selling produce at the curb market.

Mr. Stark was instructed, however, to make every effort to encourage individual growers in the Okanagan valley to form groups of three or four and send down carload lots of apples and other f rm produce for sale at the cub.

"The purpose of the market is to bring the individual producer into direct contact with the consumer," said Ald. J. A. Garbutt.

Mr. Stard said that individual ap[illegible]owers of the Okanagan are [illegible]ke advantage of the [illegible] the curb mar-[illegible]

Milton's Reply

Probably no one has ever called John Milton a wit, yet the great poet could on occasion make a stinging retort, as an old letter, recently discovered, shows. Charles II desired to meet Milton, and when he did he remarked bitterly:

"God hath punished you for your malice toward my father by taking away your evesight."

"Aye," said Milton, "but before I lost my eyes he lost his head."

AMENDED GAME LAWS

The following is the amended game regulations relative to the Grand Forks-Greenwood electoral district, which is in the Eastern district:

Big Game and Game Birds

Mountain Goat—September 15 to December 15, 1924.

Bear—September 15 to June 15, 1925.

Deer —(Mule, white-tail and coast), bucks only, throughout the northern and eastern districts (except white-tail deer in that portion of the Eastern district known as North and South Okanagan and Similkameen electoral districts, and in the Grand Forks-Greenwood electoral district west of the summit of the Midway mountains), open season from September 15 to December 15, 1924.

Fur Bearing Animals—In that portion of the Eastern district south of the main line of the C P.R. there shall be a close season on all fur bearing animals, except in regard to muskrats in the Columbia electoral district.

Ducks—(Except wood and eider ducks), Wilson snipe, coots, black-breasted and golden plover greater and lesser yellowlegs, September 15 to December 30.

Geese and Brant—September 15 to December 30

Grouse and Ptarmigan—(Except prairie chicken and sharp-tailed grouse), September 15 to October 15.

Bag Limits

In respect to big game no person shall kill or take or have in his possession during the open season more than two deer, all of which must be of the male sex; and no person shall kill or take or have in his possession during the open season more than three bear of any species other tha grizzly, and one of this species; and no person shall at any time kill or take or have in his possession during the open season more than two mountain goat.

Grouse and ptarmigan (except prairie chicken in the Eastern district), 6 of one species or 12 of all species in one day; total bag limit, 50 in the aggregate.

Ducks—Daily bag limit. 20; total bag limit, 150

Geese—Daily bag limit, 10; total bag limit, 50.

Brant—Daily bag limit, 10; total bag limit, 50.

Black breasted and Golden Plover and Greater and Lesser Yellowlegs—Daily bag limit, 15 in the aggregate of all kinds; total bag limit, 150 in the aggregate.

Wilson Snipe—Daily bag limit, 25; total bag limit, 150.

Anything to Pleasea Bear

A Chinese who was visiting Yellowstone park in winter, says the Boston Transcript, happened to glance over his shoulder and see a huge bear sniffing at his tracks in the snow. [illegible]t once began to run, shouting [illegible] as he did so:

[illegible]acks? I makee

Here and There

Moose hunting opened in the Province of Quebec on September 10th. Indications are that an unusually large number of hunters will invade the woods this fall and the rush for licenses is well under way.

Edward A. Patterson, mining engineer of London, England, visiting Nova Scotia, states that the mineral resources of that province are practically lying dormant and that with proper development along scientific lines, mining could be advanced to first place in the province's industries.

Calgary, Alta., is planning an artificial ice rink, because of the prevalence of chinooks in the winter, but the project will not be carried out in time for the coming season. Calgary had to abandon its scheme for an annual winter carnival because it could not count on weather that was cold enough or on snow.

The members of the band of the famous Princess Patricia's Canadian Light Infantry were among the passengers sailing for England aboard the Canadian Pacific liner "Empress of France" on September 10th. Under the direction of Lieut. T. W. James, they are to play at the British Empire Exhibition at Wembley.

The Duke de Alba, 17th of that name and 10th Duke of Berwick in the British nobility, together with the Duchess of Alba and several other distinguished Spaniards, is touring Canada over Canadian Pacific lines. Their itinerary includes Niagara Falls, Toronto, Banff, Lake Louise, Vancouver and Victoria.

Transformation for the better wrought among the Eskimos in the last 25 years is almost unbelievable, so Bishop I. O. Stringer, of the Anglican diocese of the Yukon, reported on a recent visit to Edmonton, Alta. The Bishop attributes this improvement to the influence of the missionaries and the Royal Canadian Mounted Police.

The "Calgary process," the newest method of oil refining, was examined with interest by the members of the British Association for the Advancement of Science during their recent visit to Calgary, Alta. This process has become world-famous ever since the experiments conducted at the local Imperial oil refinery proved so successful.

Thousands of Belgians are waiting to cross the Atlantic to Canada as soon as the Dominion can assimilate them, it is reported by authorities in touch with the situation. Belgium's interest in Canada is further evidenced by the visit to the Dominion of Louis Strauss, veteran member of the diplomatic corps and member of the Belgian Parliament for Antwerp, who, as guest of E. W. Beatty, Chairman and President of the Canadian Pacific Railway, is touring the country studying economic conditions with a view to stimulating Belgium immigration.

TINY TUBULAR RADIO OFFERED

Paris, Sept. 30.—A tubular radio set and small compass invented here was placed on the market this week by the Bouievard Radio company. The tube is ten inches long and three nches in diameter. At one end is a marking—very fine—for wave lengths When the operator wishes to tune in to a wave length he turns the tube to the desired marking. In the middle of the tube are two steel wires runnin from one end to the other. These serve for the purpose of an aerial. Crystal and connecting wires also are inside the tube. Ear pieces fit into the ends of the tube, acting as dust covers to prevent anything from getting into the tube while it is in a pocket and injuring the mechanism. This set weighs a quarter of a pound and is collapsible into a space of about five inches.

A Courteous Comeback

Mrs. Cobb—Was the grocer's boy impudent to you again when you telephoned your order this morning?

Maid—Yes, Mrs. Cobb, he was that; but I fixed him this time. I sez, "Who th h—l do you think you're talkin' to? This is Mrs Cobb at the phone talking."

The man who is wronged can forget it; the man who wronged him never can.

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CORPORATION OF THE CITY OF GRAND FORKS, B. C.

TENDERS WANTED

Sealed and marked tenders will be received by the undersigned up to Monday' October 6th, 1924. at 5 P. M., for the furnishing of suitable materials and laying of a cement sidewalk 12 feet wide (including curb) on South side of Bridge St., adjoining Block 10, Map 23.

For specifications and further information apply at City Office or to Ald. W. Liddicoat, Acting Chairman of Board of Works. The lowest or any other tender not necessarily accepted.

JOHN A. HUTTON, Clerk.

There is more than one way of answering a question so as to give people an impression of your fundamental intelligence. The boy referred to in this story from the Argonaut knew it; we are confident his answer got him the job that he wanted.

After a ruthless sifting there were five applicants for the post of errand boy left for thh head of the firm himself to interview. It was one of his flippant mornings, and he sought to amuse himself by asking the eager boys puzzling and irrelevant questions to test their knowledge.

"How far away from the earth is the North Star?" was the question he fired at the third shiny-faced youngster.

"I'm sorry I can not give you the exact figure, sir," was the reply, "but on a rough estimate I should say it is far enough away not to interfere with my running errands."

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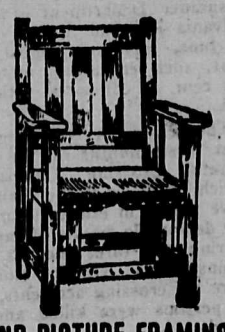
PICTURES



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SYNOPSIS OF LAND ACT AMENDMENTS

PRE-EMPTIONS

Vacant, unreserved, surveyed Crown lands may be pre-empted by British subjects over 18 years of age, and by aliens on declaring intention to become British subjects, conditional upon residence, occupation, and improvement for agricultural purposes.

Full information concerning regulations regarding pre-emptions is given in Bulletin No. 1, Land Series, "How to Pre-empt Land," copies of which can be obtained free of charge by addressing the Department of Lands, Victoria, B.C., or to any Government Agent.

Records will be granted covering only land suitable for agricultural purposes, and which is not timberland, i.e., carrying over 5,000 board feet per acre west of the Coast Range and 5,000 feet per acre east of that Range.

Applications for pre-emptions are to be addressed to the Land Commissioner of the Land Recording Division, in which the land applied for is situated, and are made on printed forms, copies of which can be obtained from the Land Commissioner.

Pre-emptions must be occupied for five years and improvements made to value of $10 per acre, including clearing and cultivating at least five acres, before a Crown Grant can be received.

For more detailed information see the Bulletin "How to Pre-empt Land."

PURCHASE

Applications are received for purchase of vacant and unreserved Crown lands, not being timberland, for agricultural purposes; minimum price of first-class (arable) land is $5 per acre, and second-class (grazing) land $2.50 per acre. Further information regarding purchase or lease of Crown lands is given in Bulletin No. 10, Land Series, "Purchase and Lease of Crown Lands."

Mill, factory, or industrial sites on timber land, not exceeding 40 acres, may be purchased or leased, the conditions including payment of stumpage.

HOMESITE LEASES

Unsurveyed areas, not exceeding 20 acres, may be leased as homesites, conditional upon a dwelling being erected in the first year, title being obtainable after residence and improvement conditions are fulfilled and land has been surveyed.

LEASES

For grazing and industrial purposes areas not exceeding 640 acres may be leased by one person or a company.

GRAZING

Under the Grazing Act the Province is divided into grazing districts and the range administered under a Grazing Commissioner. Annual grazing permits are issued based on numbers ranged, priority being given to established owners. Stock-owners may form associations for range management. Free, or partially free, permits are available for settlers, campers and travellers, up to ten head.