

OCT 11 1921

**GRAND FORKS** is situated in the center of Grand Forks valley, the premier fruit growing district of Southern British Columbia. Mining and lumbering are also important industries in districts contiguous to the city.

# The Grand Forks Sun

and  
Kettle Valley Orchardist

TWENTIETH YEAR—No. 49

GRAND FORKS B. C., FRIDAY, OCTOBER 7, 1921

"Tell me what you know is true;  
I can guess as well as you."

\$1.00 PER YEAR

## J.A. M'KELVIE IS RENOMINATED

Government Supporters in This Constituency Choose Their Old Standard Bearer

Penticton, Oct. 1.—At a well attended and enthusiastic convention held in Penticton Thursday night J. A. McElvie, the present member for the riding, was again nominated to contest Yale in the forthcoming general election. No other name being suggested, the nomination was made unanimous.

The nomination was made by J. Kirkpatrick, of Penticton, and seconded by Thomas Mellish, of Larkin.

Before the convention opened a general meeting of the central body of the National Liberal and Conservative association was held. The chief business before the meeting was the adoption of the constitution and the election of officers.

With a few amendments the draft convention, as used by the various associations throughout the province, was adopted.

The following officers were elected: Hon. president, Right Hon. Arthur Meighen; president, J. F. Burne, Kelowna; first vice-president, Mrs. Daly, Keremeos; second vice-president, Arthur Cochrane, Vernon; secretary, E. C. Weddell, Kelowna; treasurer, T. H. Booth, Penticton; executive (one from each provincial riding to be elected), for North Okanagan, James Vallance, Vernon; for South Okanagan, Dr. F. T. Andrew, Summerland; for Similkameen, J. Kirkpatrick, Penticton; for Greenwood, Robert Lee, Greenwood; for Grand Forks, John McKie, Grand Forks; auditor, W. E. Haskins, Penticton.

The credentials committee reported that there were 158 delegates present.

### Age Has Achieved Many Wonders

What will you be doing in your old age? Will you be sitting on an easy chair, stroking your white hair?

Consider the Earl of Halsbury—90 years old, the oldest inhabitant in the British house of lords, where he is leader of the Conservatives or "diehards."

In his prime one of the greatest English lawyers, he became lord chancellor in 1885 and served until 1905, when he was 83. Now, preparing to celebrate his one hundredth birthday anniversary, he is busily engaged supervising the writing of a twenty volume edition interpreting the whole law of England.

The Earl of Ducie, 94, is rounding out his sixty eight years of service in the house of commons, along with 80 year old Baron Eversley, both extremely active.

Compared with these English politicians United States Senator Lodge, 71, is a youngster. So is Senator Dillingham, 77, and Senator Culberson, 66.

Only Uncle Joe Cannon, 85, is a real rival.

Titan painted his famous Battle of Lepanto when he was 98.

Von Moltke was in full uniform at 88.

Commodore Vanderbilt did not become a great railroad king until he was 70. At 88 he was the most active railroad man of his day.

Socrates began studying music when he was 80.

Pasteur discovered his hydrophobia cure after he was 60.

Columbus, between 50 and 60, made his first voyage of American discovery.

Voltaire, Newton, Spencer, Talleyrand and Thomas Jefferson—all were active and in their intellectual prime after 80.

When Galileo discovered the monthly and daily vibrations of the moon he was 73.

### Unwise Selling

Early this week Calgary fruit men were agitated by the sale of crated McIntosh Red apples at 5c to 15c a box below what the Wealthies in crates were selling for. A leading jobbing house received the Mack's and we feel disposed to remark that their judgment in selling under the market was not the acme of salesmanship nor will this act make crated apples popular. We noticed these apples first in grocerias and then in the windows of the leading grocers. The apples came from the Okanagan and although a little small and off color for the variety they were the best apple buy in town. At least one more car of crated Mack's were sold to meet this cut, and this time the apples were fair sized and well colored, says the Fruit Markets Bulletin.

The effect on an unsteady market has been to lower prices all round. Brokers asking \$1.25 for crated Wealthies f.o.b. shipping point, are met with an offer of 60c and 65c—scarcely enough to pay for box and picking. This will have a decided influence in stopping consignments, also the rush to sell apples before the frost makes shipping hazardous.

There is no need for stampeding this market or any other with apples. We predict that in thirty days things will clear up and prices will be normal with a good demand. Advices from Yekima and Wenatchee show a healthy state of business there. They have no hope for any Canadian business until after Christmas, when they anticipate Canadian apples will be cleaned up. We think this guess about right, unless our shippers get together to prevent cleaning up before the best of market prices of the season are ruling.

### FOSTER'S FORECAST

Washington, Oct. 4.—During last days of September temperatures will be moderate in all the northern Rocky, northern Pacific slope and northern plains sections, reaching highest degrees near September 29. Conditions will favor about average rains in places where fair amount of moisture has occurred the past summer, and these conditions, moving eastward will cross continent in four or five days. While great storms are not expected a sharp increase in the storm forces may be looked for near October 3 to 6 and most rains near those dates.

### Off on the Wrong Foot

The principal of a certain school prided himself on the speed with which his pupils went through the fire drill. When he asked them, "What would you children do if I told you there was a fire in the building?" the answer he had taught them rolled with astonishing glibness from their tongues.

One day Dr. Henry van Dyke was to lecture to the pupils. I introducing him the principal asked, "Now, children, what would you do if I told you Dr. Henry van Dyke was to lecture here today?"

And three hundred voices responded in singsong, "We would rise promptly, put away our books and then quietly and without disorder, but as quickly as possible, file out to the street."



THE WRONG KIND OF NURSE TO HAVE

### Preliminary Announcement of Population

The Dominion statistician announces the population of the following cities and towns as shown by a preliminary count, subject to correction, of the returns of the sixth census, 1921:

	1921.	1911.
New Brunswick	388,092	351,889
Charlotte	21,323	21,147
Gloucester	38,642	32,662
Kent	23,673	24,376
Northumberland	32,915	31,194
Restigouche and Madawaska	43,056	32,365
Royal	31,956	31,491
St. John and Albert	69,868	63,263
Victoria and Carleton	33,927	32,990
Westmoreland	53,576	44,621
York and Sunbury	38,156	37,780
Nova Scotia	524,579	492,338
Antigonish and Guysboro	27,083	29,010
Cape Breton N. and Victoria	31,322	29,888
Cape Breton S. and Richmond	76,338	66,625
Colchester	25,242	23,664
Cumberland	41,149	40,543
Digby and Annapolis	28,977	29,871
Halifax (city and county)	97,035	80,257
Hants	19,751	19,703
Inverness	23,825	25,571
Kings	23,718	21,780
Lunenburg	34,689	33,260
Pictou	40,830	35,858
Shelburne and Queens	23,436	24,211
Clare	31,184	32,097
Prince Edward Isl.	88,536	93,728
Kings	20,410	22,636
Prince	31,485	32,770
Queens	36,641	38,313

The Dominion bureau of statistics points out that it is the duty of any one who thinks he or she has been omitted from the census to notify the bureau to this effect, when an investigation will be made.

### Willing to Help

"William," said the good wife, looking up from her paper, "here is an article that says a man in Kansas is suing his wife for divorce, simply because she went through his pockets after he was asleep. Goodness knows, William, the poor woman probably never got a cent from him in any other way."

"Uh, huh," replied William. "William," came from the wife, "don't you dare sit there and uh-huh me in such a manner! What would you do if you woke up and found me going through your pockets?"

"Who—me?" asked the sleepy husband. "Why, I'd get up and help you search!"

Lind, Margaret Luscombe, Blanche Mason, Glen Murray, Alex McDougall, Ruth Pyrah, Jessie Ross, John Santano, Ruby Savage, Joe Simmons, Walton Vant.

### DIVISION IV.

Linden Benson, Eric Clark, Parma Cooper, James Harley, Oscar Hellman, John Kingston, Helen McKinnon, Bruce McLaren, Ethel Mayo, Arts Montgomery, Arthur Morrison, Francis O'Keefe, Byron Weir, Edna Wiseman.

### DIVISION V.

Bernita Ahern, Elaine Burr, Ian Clark, Jean Clark, Patsy Cook, Norman Cooke, Alice Deporter, Lillian Dunn, Leo Gowans, Helen Hanson, Delbert Kirkpatrick, Gordon Massie, Betty McCalum, Lily McDonald, Jim Miller, Elizabeth Mooyer, Mike Morelli, Frances Nowman, Harry Nucich, Lillian Pell, Charlie Roberts, Walter Ronalds, Jimmie Rossi, Palmer Scott, Roy Walker, Ruth Webster.

### DIVISION VI.

Marvin Bailey, Deverly Benson, Florence Bird, Nathan Clark, Elvera Colarch, Ernest Danielson, Raymond Dinsmore, Catherine Gowans, Colin Graham, Katherine Henniger, Evelyn Innes, Marie Kidd, Margaret Kleiman, Helmer Lind, Lee Morelli, Euphy McCallum, Roy McDonald, Anna McKinnon, Mildred Patterson, Louis Santano, Bruce Smith, Fred Smith, Marjorie Taylor.

### DIVISION VII.

Jack Acres, Rosie Borelli, Rosamond Buchan, Ernest Crosby, Elsie Egg, Clarence Hardy, Vilmer Holm, Serita Hutton, Harold Jackson, Margaret Kingston, Donald Lucas, Edmund Miller, Bruce McDonald, Madeline McDowell, Helen Newman, Donald Ross, Rina Rossi, Elsie Scott, Abel Sharon, Billy Tutt, May Waterman.

### DIVISION VIII.

James Allan, Chester Bonhren, Ruth Boyce, Angelo Colarach, Peter DeWilde, Charles Egg, Maisie Henderson, Mary Kleiman, Carroll Kull, Dorothy Liddicoat, Joe Lyden, Ethel Massie, Margaret McCallum, Margaret McDonald, Helen Pell, Mary Pisoretta, George Savage, Mildred Smith, Jessie Sweezy, Winnifred Truax, Fred Wenzel.

### DIVISION IX.

Agnes Ahern, Bessie Berry, Roy Clarke, Evelyn Cooper, Albert Deporter, Catherine Davis, Ethel Graham, Bessie Hendrou, May Jones, Yun Choo, Roderick Kavanagh, Winifred Lightfoot, Jack Mulford, Laura Morelli, Thomas Mudie, Mary McKinnon, Clayton Patterson, Willie Pendergast, Esterina Rossi, James Robertson, Gordon Wilkinson, Harold Montgomery.

### DIVISION X.

Jewel Baker, John Baker, Erina Borelli, Shepherd Boyce, Wilma Davis, Mirabelle Elliott, Isabel Huffmann, Chester Hutton, Evelyn Kull, Hilda Lucas, Gordon Mudie, Winifred O'Keefe, Victor Reilly, Margaret Sharon, Aileen Smith, Alexander Woods.

### DIVISION XI.

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:

Sept. 30	Friday	Max.	Min.
Oct. 1	Saturday	66	28
2	Sunday	68	29
3	Monday	72	30
4	Tuesday	74	31
5	Wednesday	70	37
6	Thursday	74	39

Inches Rainfall..... 0.80

### Date of Thanksgiving Is Fixed by Statute

Ottawa, Oct. 4.—The date of Thanksgiving has been fixed by statute and falls on the Monday of the week in which Armistice day, November 11, occurs. Thanksgiving thus falls on November 7 this year.

Premier Meighen is discussing the tariff in Manitoba, and Hon. MacKenzie King is talking tariff in the Maritime provinces. In Grand Forks we are paying the custom tariff on imports.

**THE SUN** paper of the citizens of the district. It is read by more people in the city and valley than any other paper because it is fearless, reliable, clean, bright and entertaining. It is always independent but never neutral.

## WILL RELIEVE MUNICIPALITIES

The Personal Property Tax and Half the Profits From Liquor Stores Will Go to Municipalities

Victoria, Oct. 5.—Municipalities to collect and use the personal property tax, and to receive half the profits from the government liquor business; the government to increase its grant for education.

This will be the proposal of the provincial government in response to the demand of the municipalities for action to relieve their financial difficulties, according to Mayor J. J. Johnston, who has wired from Victoria to New Westminster as follows:

"Executive of Union has just concluded a two hour session with the premier and finance minister, with very satisfactory results. The proposal is that all personal property taxes in future be collected and used by the cities and municipalities in which same is located. Half liquor profits, approximately one million dollars annually. An increase per capita for education. To use premier's words, the most satisfactory conference ever held between government and executive of Union of British Columbia Municipalities."

The allocation of half the liquor profits to municipalities was the government's offer last session. It is now to be supplemented by the privilege of collecting a personal property tax and by an increased grant for schools.

### Gorgeous Caves

The Oregon caves, which a hunter stumbled upon in 1874, by no means equal the Mammoth cave of Kentucky in extent, but far surpass that of any other known cave in this country in natural splendor.

water, saturated with carbonate of lime, seeping from the ground above, has slowly incrusted the whole surface of the cave. Ceilings and walls are frescoed; alcoves, balconies and corridors are fringed with the most immaculate draperies; floors have the lustre of silk and look as if never meant for the tread of mortal feet. The formations are curious; many bear actual or fancied resemblance to objects of various kinds—wreath, fantastic, awesome. Everywhere crystal facets gleam in response to the explorer's light. Here the walls glow softly as with the sheen of velvet; there they blaze as with the twinkle of distant stars reflected in myriads of mirrors; everywhere diamond-like points and facets scintillate with fire and color.

The caves have not been wholly explored, but the visitor can travel perhaps three miles and a half underground. The trip takes three hours. The entrance to the caves is twenty-seven miles from the nearest railway station.

He—My father was killed in a feud.

She—I never would ride in one of those cheap cars.

He—Was a wise man who said he hadn't time to worry. In the daytime he too busy and at night he was too sleepy.

J. C. Taylor returned on Friday night from a business trip to the Siocan country.

**The Grand Forks Sun**

AN INDEPENDENT NEWSPAPER

G. A. EVANS, EDITOR AND PUBLISHER

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OFFICE: COLUMBIA AVENUE AND LAKE STREET.

FRIDAY, OCTOBER 7, 1921

Among the national legislative measures in which the American Automobile association is interested is what is known as the federal motoring reciprocity bills. Briefly, the passage of these bills will make it possible for motorists to travel anywhere in the United States for infinite periods with none but a home state license tag. At present all states do not grant yearly reciprocity to the other states, nor in many visiting motorists are limited to a fifteen-day touring; others give thirty days, others sixty days, while Maryland does not permit a District of Columbia motorist to enter that state without a Maryland license, thus imposing an unfair restriction on legal residents of the United States. Also some states have burdensome and annoying registration regulations. The District of Columbia, particularly, has a new regulation requiring visiting motorists to register with the Washington police if the visit extends over three days. Passage of these motoring reciprocity bills would obviate all of these nuisances, unfair requirements and un-American regulations.

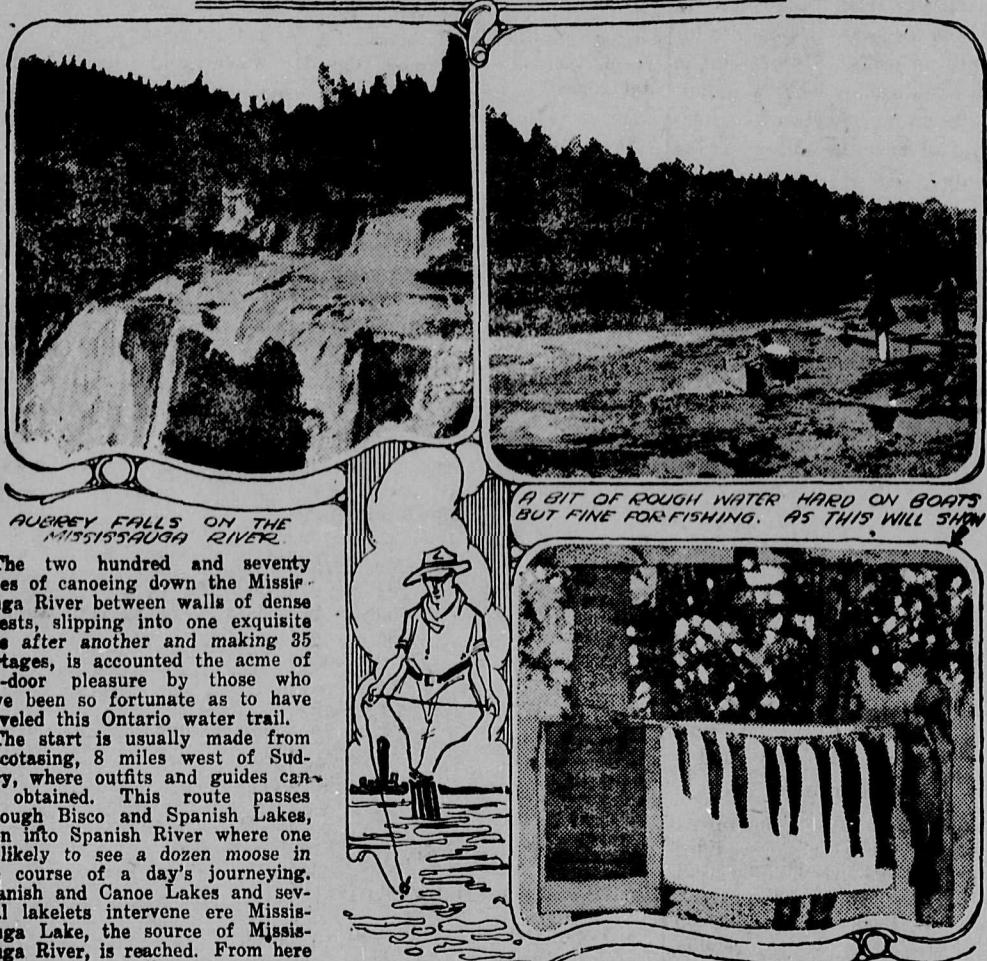
It's all buncombe—the agitation now spreading over England against athletics for girls because of the serious after effects in childbirth and motherhood, says George C. Diehl, president of the Amateur Athletic association. It is true, of course, that many women do have trouble in childbirth, but it is unfair to say that it is because of athletics. Athletic training for woman; it develops just the muscles of the abdomen and the lower part of the back that she is compelled to use in this crisis. Overindulgence, overstraining—that is another thing altogether. I do not believe in that. I have fought excesses all my life. You read more and more of the necessity of resorting to the Caesarian methods. It is because so many women have undeveloped muscles of the abdomen and lower part of the back. It is because these women have never been called upon to do any work, to make any effort of

their own. A certain amount of energy is inherited, of course; but it is inherited from generations of ancestors of men and women who have worked.

England has an unemployment problem worse than ours. Among the untoward results of the condition is the further confusion of municipal finances in the larger cities. Payments for unemployment relief are being made on a comparatively liberal scale; some of the London boroughs are paying twenty or twenty-two dollars a week to heads of families, which is in many cases more than the man would be earning if he were at work. That has of course a tendency to encourage idleness, even when work can be had, and it means either heavily increased tax levies or a default of the boroughs on the money they are under obligation to pay to the London county council for municipal purposes. The borough of Poplar in eastern London is some \$1,500,000 in arrears and the members of the borough council are under jail sentence for failure to pay its share of the municipal expenses.

A special program to inculcate the humane treatment of animals by children has been launched in thirty-five public schools of the lower East side of New York city. Instruction in humane treatment of animals and birds became compulsory in the curriculum of the public schools of New York state by an act passed in April, 1917. The special program in the thirty-five schools was arranged by the board of education with the cooperation of the S. P. C. A. In the fall a first prize and two second prizes will be given to each school for the best compositions on what the writer has been able to do to help animals during the summer. The older people are absolutely irresponsible. But the children, ah, that's a different matter! It has been traditional that children at a certain age will rob birds' nests, torture cats, tie cans to dogs' tails, etc. It has been found that that age in childhood responds just as eagerly, inquisitively, productively to the opposite of the old tradition, i.e., humaneness to animals instead inhumaneness.

A jest's prosperity lies in the ear of him that hears it, never in the tongue of him that makes it. So, to quote a quaint desk motto, "Always do right; it will please some and astonish everyone else."

**Ontario's Wilderness is Sporting Paradise**

AUBREY FALLS ON THE MISSISSAUGA RIVER

The two hundred and seventy miles of canoeing down the Mississauga River between walls of dense forests, slipping into one exquisite lake after another and making 35 portages, is accounted the acme of outdoor pleasure by those who have been so fortunate as to have traveled this Ontario water trail.

The start is usually made from Biscotasing, 8 miles west of Sudbury, where outfitts and guides can be obtained. This route passes through Bisco and Spanish Lakes, then into Spanish River where one is likely to see a dozen moose in the course of a day's journeying. Spanish and Canoe Lakes and several lakelets intervene ere Mississauga Lake, the source of Mississauga River, is reached. From here the travel is all down stream through wildly beautiful scenery.

Tall spikes of pines reach heavenward above the solid wall of forest that lines either bank. Moose, deer and other wild animals often emerge from the dense woods to gaze at the passing strangers. They are seldom molested and are quite fearless and present splendid targets for the camera. Excellent fishing is at hand the whole distance—speckled trout, lake trout, bass, pike and muskies are so plentiful that one seldom casts sight, that of the river surging and swirling through a quarter-mile gorge and then marking a 107 foot leap over a cliff. It takes one and

ings into the Mississauga and to coax the travelers to leave the big river and seek the hidden charms of the hinterland. The side trips often lead to waters over which white men have never fished.

The majority of the portages are just long enough to give the kinks out of your calves and are a pleasure rather than a hardship. The portage at Aubrey Gorge affords a wonderful

half hour to shoot the Forty-mile Rapids, which is done with no more effort than reclining in the canoe and using the paddle now and then to keep it in the channel. The portage around Mississauga Tunnel is made by team over a good road that parallels the narrow cut in the solid rock through which the river churns its way for three miles.

The route really ends at the Canadian Camp Club House one-half hour above Sowerby, from the latter it is a 45 minute motor run to the railway at Thessalon.

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The great increase in the number of telephone stations in this province means that the telephone subscriber is able to reach many more people by wire, and consequently his service is of greater value. During the past year or two expansion has been marked in all parts of Vancouver Island and the Lower Mainland, but adequate facilities have been installed both in regard to outside plant and inside equipment to meet the needs of the various communities. The object of the company is to give a telephone service second to none. The B. C. Telephone Company being a British Columbia concern all through, has a real interest in provincial progress, and every effort is made not only to meet the needs of development but to anticipate them.

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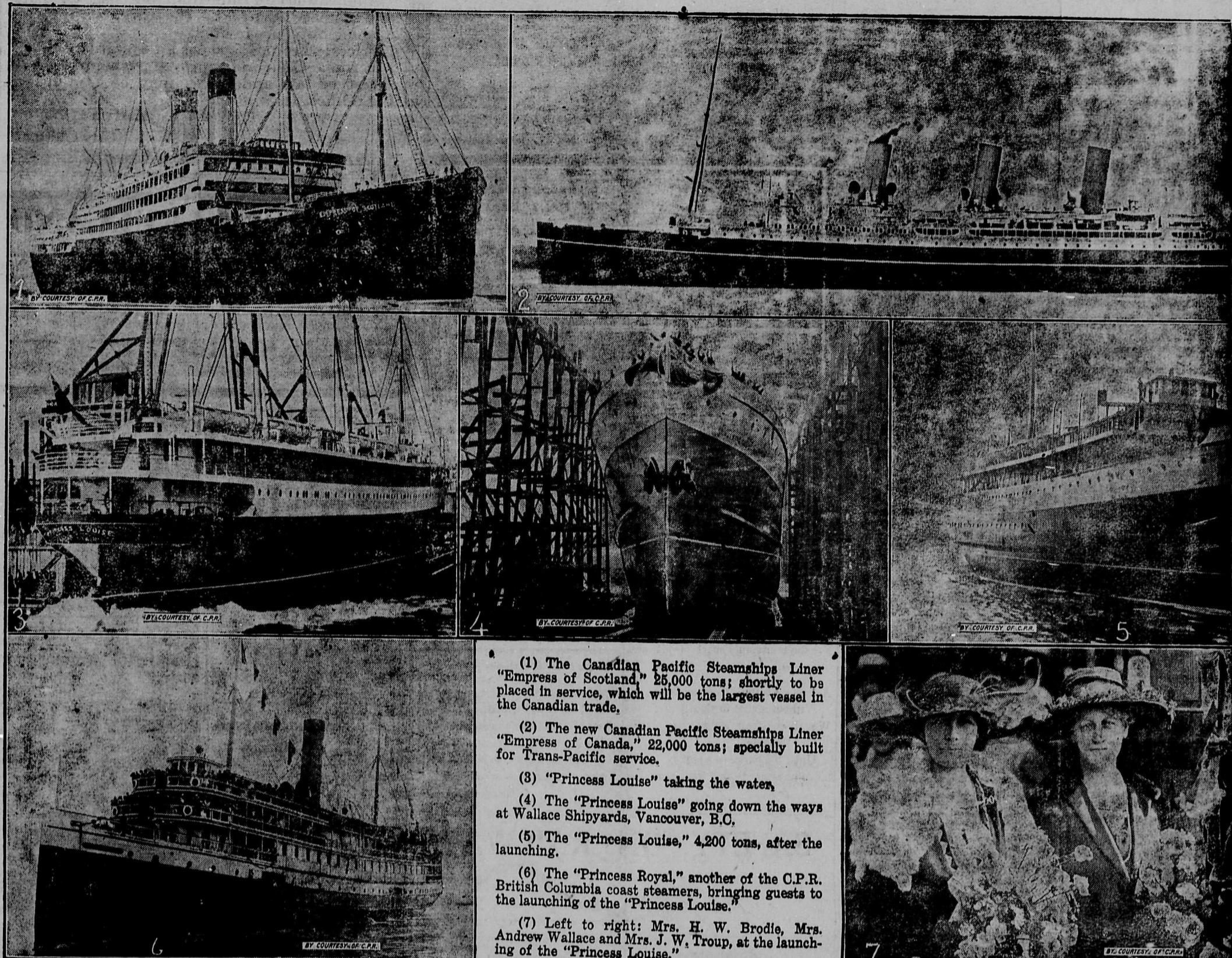
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## INTERESTING SCENES FROM MANY PARTS OF THE WORLD



(1) The Canadian Pacific Steamships Liner "Empress of Scotland," 25,000 tons; shortly to be placed in service, which will be the largest vessel in the Canadian trade.

(2) The new Canadian Pacific Steamships Liner "Empress of Canada," 22,000 tons; specially built for Trans-Pacific service.

(3) "Princess Louise" taking the water.

(4) The "Princess Louise" going down the ways at Wallace Shipyards, Vancouver, B.C.

(5) The "Princess Louise," 4,200 tons, after the launching.

(6) The "Princess Royal," another of the C.P.R. British Columbia coast steamers, bringing guests to the launching of the "Princess Louise."

(7) Left to right: Mrs. H. W. Brodie, Mrs. Andrew Wallace and Mrs. J. W. Troup, at the launching of the "Princess Louise."

It is officially announced that Canadian Pacific Steamships Limited has been definitely chosen as the new name for the former Company known as the Canadian Pacific Ocean Services, Limited. Mr. G. M. Bosworth will continue as Chairman of the Board of Directors, and the organization and personnel will remain as at present. It is understood that this is a further step in the desire to maintain the closest relations between the railway and the steamships.

The Canadian Pacific has a large fleet of ships on the Atlantic Ocean, the Pacific Ocean, on the Great Lakes and on several of the lakes in British Columbia.

In summer the Canadian ports of the Atlantic service are Montreal and Quebec; in winter the port is St. John, N.B. The ports in Great Britain and on the Continent are Liverpool, Glasgow, Southampton, Havre, Antwerp and Danzig. The Canadian Pacific and the Navigazioni Generale Italiana operate a combined service direct from Canada to Genoa, Naples and Trieste.

The steamships of the Atlantic service are Empress of Britain (15,857 tons), Empress of France (18,500 tons), Empress of Scotland (25,000 tons), Minnedosa (14,000 tons), Msilta (14,000 tons), Metagama (12,600 tons), Victorian (11,000 tons), Tunisian (10,800 tons), Pretorian (7,000 tons), Scandinavian (12,100 tons), Corsican (11,500 tons), Scotian (10,500 tons), Sicilian (7,850 tons); Montreal (Italian service) is 9,500 tons. Three steamships are nearing completion or being fitted out, the Montcalm, Montclare, and Montrose, of 16,000 tons each. (Ships carrying freight only are the Bosworth, Dunbridge, Bothwell, Bolingbroke and Batsford).

The Empress of Scotland.

The Empress of Scotland, 25,000 gross tonnage, will be the largest ship to enter the St. Lawrence when she runs to Quebec next summer.

She was purchased a few months ago by the C.P.R. from the Reparations Commission, and was formerly the German liner, Kaiserin Auguste Victoria. During the first year after the armistice, the K.A.V. (as she was known for short), ran under the flag of the Cunard Line.

Her purchase outright by the C.P.R. indicated the policy of the C.P.R. namely to meet all competition in the St. Lawrence route with an increased fleet composed of large and modern liners.

The Empress of Scotland, before running to Quebec will make a winter cruise to the Mediterranean under the charter of a New York tourist agency.

The new liner will be the largest in the Canadian Atlantic service. Her dimensions are: Length, 700 feet; breadth, 77 feet, and draft of water, 34 feet.

The Empress of Canada.

The new C.P.R. liner, the oil burning Empress of Canada is built especially for the Pacific service. The appointments will be the finest and most luxurious possible to-day, with particular regard to the C.P.R. standard of "Safety, Speed, Comfort."

She has an overall length of 652 feet, is 87 feet, 9 inches in breadth and 58½ feet in depth to the bridge deck; she has a straight stem and cruiser stern, three funnels and two pole masts. There is a continuous shelter deck with bridge, promenade and boat decks over, the former extending for the full length of the ship; two complete between decks and lower and oar lap between decks at the fore and aft ends. The "Empress of Canada" has a gross tonnage of 22,000 tons, and is arranged to carry about 490 first class, 108 second class, 288 third class and 932 Asiatic steerage passengers, and crew of 547. Of the cargo spaces, a large portion has been fitted for the carriage of silk and refrigerated cargo. Her speed is about 21 knots.

The "Empress of Canada" has been preceded by two other oil burners, the "Empress of Britain," now in service, and the "Montcalm," which was launched last year, and will set a new pace in comfortable passenger steamships for ocean service.

The first class accommodation is

addition to the single, double and family rooms, there are several special rooms and private suites, which comprise bedrooms, sitting rooms and bathrooms. The state-rooms are fitted with the very latest type of open washbasin, with a supply of hot and cold water. The public lavatories and bath rooms have the most modern improvements in sanitary equipment. A complete system of telephones is connected with a central exchange to the rooms and offices.

The dining saloon is on the upper deck and will accommodate 325 persons. A large reception room is situated forward of the dining saloon; the passenger elevator is at the fore end. On the upper deck is also a large swimming pool, 80 ft. by 18 ft., with adjoining gymnasium and dressing rooms similar to the best clubs. The other public rooms are arranged on the promenade deck with special view to convenience and comfort. The large lounge will provide ample room for concerts and moving picture performances, with complete moving-picture operating room. There is a long gallery, specially designed room for children, Drawing Room, Writing Room, Smoke Room and Verandah Cafe, and all are luxurious and attractive in every way. Long promenades and recreation spaces for games, dancing and sports are reserved for the use of passengers.

The second class accommodation is situated on the shelter deck aft, arranged in two and four berth rooms. These staterooms are fitted similar to the first class. The Dining Saloon is on the upper deck and will accommodate 100 persons. The Lounge is on the Bridge deck aft. In addition to a large laundry, dispensary, hospital, dark room for camera enthusiasts, etc., there are innovations in the steaming, food, kitchen and pantry service. A perfect system of mechanical ventilation is installed and all the supply and exhaust fans are capable of changing the air throughout the ship at such frequency as to assure practically pure air at all times. All thermotanks and supply fans have an approved disinfecting apparatus. Electric radiators are fitted in the first and second class state rooms.

The cargo equipment is of the most modern type as well, the cargo derricks being operated by twelve powerful electric winches. The steam steering gear, manoeuvring and warping machinery are also improvements on any now in use.

Throughout the ship particular attention has been devoted to the fact that the "Empress of Canada" is for Trans-Pacific and semi-tropical service; therefore the rooms are large and airy and specially designed.

The "Empress of Canada" has been preceded by two other oil burners, the "Empress of Britain," now in service, and the "Montcalm," which was launched last year, and will set a new pace in comfortable passenger steamships for ocean service.

The first class accommodation is

"M-boat" type are in course of construction. The oil fuel bunkers of the "Empress of Canada" have a normal capacity of 4,800 tons of oil.

The Princess Louise.

No event in the history of shipbuilding on the Pacific coast has caused more interest than the launching of the new Canadian Pacific Railway coastwise passenger ship, Princess Louise, which took to the water recently at the Wallace Shipyards, North Vancouver. The launching was attended by the usual ceremony. The yards were as usual thrown open to the general public. The silver band of the Wallace Shipyards was in attendance to play the ship into the water. The Princess Louise is in an advanced stage of construction, and in a very short time after launching will be ready

to hand over to her owners.

The steamer Princess Royal took the invited guests to the Wallace yards. Four hundred invited guests were present at the launching of the Princess Louise. The ship presents a gorgeous spectacle in her black and red hull, with white superstructure. A band of gilt encircles the ship, and the letters "Princess Louise" show up prominently.

The Princess Louise is a British Columbian product, and it will cost about \$1,600,000 to complete the ship. Every effort has been put forth by the builders to make the ship the equal of any vessel of similar size and construction on the coast. It was indeed a compliment to British Columbia and the ship-builders that the Canadian Pacific Railway decided that no better work for the same financial outlay could be done anywhere else. It is a well known fact that the big corporation aims to secure the best in any such purchase, and British Columbia is filling the order. In all probability Old Country yards will never again build coastwise passenger steamers for use on the British Columbia coast.

The Princess Louise will be the finest ship of the B.C. Coast Service. Only one ship is longer. The vessel is 380 feet overall, 48 feet beam, 18.6 deep, 4,200 gross tons. She is single screw and with a 4,500 horse-power engine which will develop a speed of nearly eighteen knots. The Charlotte is 12 feet longer, but her tonnage is 500 tons less than the Louise. With the exception of the steel and the hard-woods and glass, the materials which are going into the construction of the ship were supplied in British Columbia. When completed the ship will carry 800 passengers.

The construction of the Princess Louise is a big achievement for Canadian enterprise, and one of which Andrew Wallace, proprietor of Wallace Shipyards, may be proud.

It is just 32 years ago since Mr. and Mrs. Wallace came to Vancouver. Their first home was on Richard Street. They lived there for 11 years and then moved to their present residence at 1165 Davie Street. Mr. Wallace was

Eliza Underhill, of Grimsby, England, and married Mr. Wallace in 1886. They have two sons, Mr. Clarence and Mr. Herbert Wallace.

Mrs. Troup, wife of Captain J. W. Troup, of the C.P.R. coast fleet, was sponsor for the Princess Louise; Mrs. Brodie, wife of Mr. H. W. Brodie, general passenger agent of the C.P.R., at Vancouver, was assistant sponsor.

Address by D. C. Coleman.

Mr. D. C. Coleman, Vice-President of C.P.R., paid a high tribute to Captain J. W. Troup and to Mr. Wallace — the one for his efficient handling of the Canadian Pacific Railway's coastwise fleet, and the other for his success in building the splendid new steamer.

"There is no creation of man's hands and brains in which he takes so much pride as in a ship," said Mr. Coleman, referring to Capt. Troup, "and there is no creation of his for which he is disposed to have so much affection as for a ship. The owner, the designer and the master craftsman must feel in common a thrill of exultation when a new ship takes to the water. And even for the spectator who has no direct interest, a ceremony such as that we have just witnessed must carry with it a whiff of the romance and the mystery of the sea. That feeling descends to us, of course, from our ancestors; from the mariners of old who adventured on the bosom of the sea into the unknown; to lift the veil, and to find strange lands, to lay the foundations of far-flung empires and to open the way, often through blood and suffering, for the peaceful fleets of commerce.

"While these are more prosaic times it is to be hoped that the maritime spirit will always be instinct in our race. The ship which we have just launched is not intended to plow distant seas, but she is designed to spend her life in waters which were discovered, explored and chartered by some of Britain's greatest sailors, and surely no ship was ever built which promised to fulfil its destiny on a scene of more surpassing grandeur and more bewitching beauty.

Vancouver's Future.

"The owners appreciate the fact that so many citizens of Vancouver and of Victoria have given an afternoon to be present at this ceremony. Speaking to a newspaper on one occasion I said 'The future of Vancouver lies on the ocean.' When we have failed since to agree with some persons about the proper measures to be taken for the development of the port, that sentence has been quoted with a view to our discomfiture. But I still believe it to be true, and if it was an indiscretion, as these critics suggest, to have said it just then, it is an indiscretion of which I am not ashamed. I believe the future holds much in store for this city and for this coast in the way of the growth of seaborne commerce. Some observers say that the future will see a greater increase in shipping on the North

Pacific than on any other sea. I hope you will forgive what may seem to be boasting when I remind you that for many years the Canadian Pacific has held for Canada the blue ribbon for supremacy in service on the North Pacific. And while prophecies are often dangerous and sometimes foolish I venture to predict that it will be a long time before any other company or any other nation will wrest that ribbon from us.

"Jim" Hill's Tribute.

"The coast steamship service of the Canadian Pacific, in which service the Princess Louise is to be employed, was once described by a none too friendly critic of our company, Mr. James J. Hill, as the finest service of the kind in the world. As to whether or not that was an exaggerated compliment I shall leave you to judge, but I must say that the service owes its efficiency very largely to the ability and the exertions of one man—I refer to Captain J. W. Troup. When he took charge the fleet was practically nothing but a name, and supported by the wise generosity of two successive presidents of the company, he has brought it after years of enthusiastic and capable work to its present condition. Of all the officers of character and efficiency who have devotedly served the company, there is none of whom we are most justly proud. We regarded it as only appropriate that some one very dear to him should have a part in this ceremony, and we, therefore, gratified and honored when Mrs. Troup, who is so universally esteemed and admired, consented to act as a sponsor for the 'Princess Louise.'

"The building of a ship of this character at Vancouver is an outstanding achievement. When it is completed, I think you will agree that it is the first ship built in the Americas which will compare in design and finish with the best product of the great yards in the British Isles. You have every right to be gratified and honored when Mrs. Troup, who is so universally esteemed and admired, consented to act as a sponsor for the 'Princess Louise.'

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## News of the City

Miss Ada May Thomet, of Midway, aged 18 years and 6 months, died in the Grand Forks hospital on Friday last, the cause of death being tubercular meningitis. She had been a nurse at the hospital for about eighteen months, but a short time ago returned to her home in Midway for a rest. The funeral was held at the Presbyterian church, Midway, Rev. Hills Wright conducting the service, assisted by Rev. E. G. Smythe.

The war memorial is being raised on its pedestal on the post office square today. It is of a very fine quality of polished granite, and weighs three or four tons. It was made in Nelson. Near the base, in legible lettering, appear the names of those who made the supreme sacrifice in the war. The monument will be unveiled on Armistice day.

J. A. McCallum, road superintendent, returned from Penticton on Saturday, and brought back with him the plans for the new Yale bridge. Mr. McCallum stated that the work of rebuilding this structure would be commenced as soon as possible. It is thought that at least the piers will be constructed this fall.

E. C. Henniger, local member, has received assurances from the district public works engineer that the smelter footbridge will be rebuilt as soon as the plans can be obtained

from Victoria. This will mean a considerable saving of shoe leather to school children and other pedestrians.

Chauncey Depew says he is hauling more freight at present from Lynch Creek to this city than he ever did before. Perhaps the North Fork branch of the Kettle Valley line is the only road on the continent that is paying operating expenses at present.

The members of the Kettle River Valley Rifle association commenced their annual shoot on their range last Wednesday. They will complete the series next Wednesday.

Although they are working overtime nightly at the central packing house, they are unable to keep up with the inflowing rush of apples. It is said that another grader would be required to keep up with the teamsters.

Miss Christina McCallum is assisting with the work in the city office.

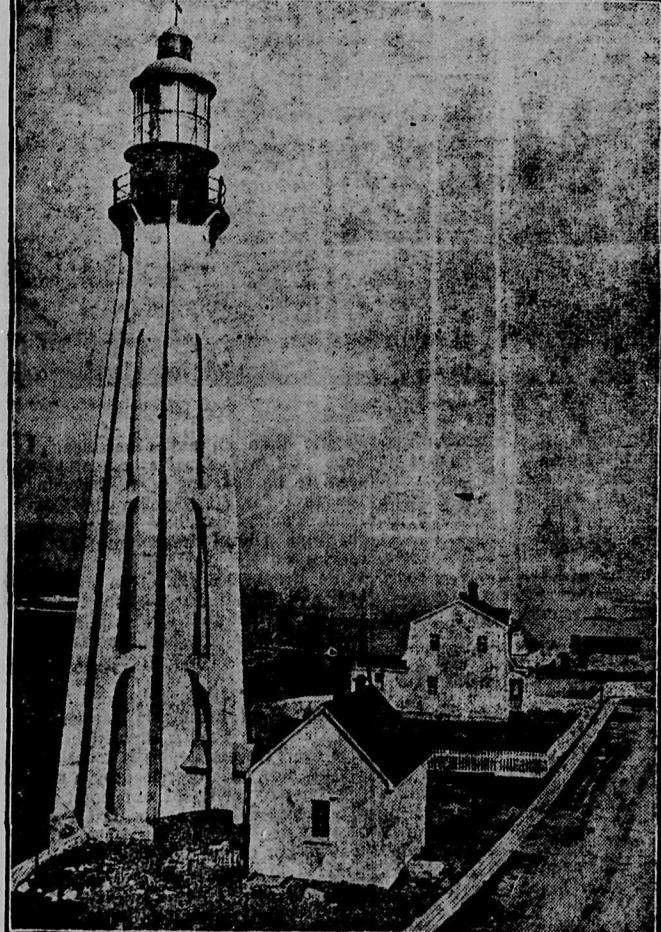
Mrs. J. B. McLeod and two children left yesterday for a visit with relatives in the prairie provinces.

Robert Johnson, of Rock Creek, was a business visitor in the city on Wednesday.

Considerable repairs have been done to the post office building during the week.

Mr. Cagnon, late of Cagnon & Scheer, is now behind the counter

## FATHER POINT.



Father Point Lighthouse, Fog horn Station and Keeper's House.

Father Point is a little Quebec cape jutting out into the St. Lawrence where it is still an ocean. It is here that the immigrant from European countries during the summer months gets his first human touch with Canada and Canadians.

Father Point would not appeal to the ordinary tourist or holiday maker. It is off the beaten track and only reached by car from Rimouski. Its charm is merely that of hundreds of other French Canadian villages which are more accessible. The fresh breezes blow from off the St. Lawrence as they do upon countless other fishing villages along the river shore. This place is a haven for the tired, the brain-taxed, the over-worked and neurotic in its meditative calm and brooding hush.

The great interest in the little hamlet is for those who go down to the sea in ships. Near the extremity of the point a modern lighthouse has been erected which each night flashes its warning light across twenty miles of water. In close proximity is the giant foghorn blasting its message when fog enshrouds the light. Upon the hill stands a wireless station which receives advice of every vessel entering the Gulf before it proceeds up the river. A coastguard and life-saving station completed the precautions for the preservation of vessel and man upon the water.

But greatest interest centres in the "Eureka," the sturdy little government pilot boat which leaves its pier on the point to take out a river guide for all vessels going up to Quebec or Montreal. When the wireless report is received of the approach of a vessel all eyes are turned trowsers and glasses and telescopes focussed upon the speck on the horizon following it as it takes shape over the rim of the sea.

Larger and larger looms up what turns out to be a giant passenger

liner of the Canadian Pacific bound with a heavy freight of human souls for the St. Lawrence ports. When about half a mile away or so the pilot boat leaves its pier and steams out to meet its mammoth sister. The pilot is, however, not the only man to go on board. There is the Inspector of Immigration, the Colonization Agent of the Canadian Pacific and the representatives of the passenger department of the same company, all having the same object, assisting the steamship passengers, preparing them for debarkation, and facilitating the actual landing. And so it is a goodly little number the pilot boat takes out on its short voyage.

It takes the speedy little craft but a short time to reach the big liner now merely drifting with the tide and waiting its arrival, and with a deft little swing she glides gracefully alongside, the incongruity of the pair forcibly suggesting another interpretation of "Dignity and Impudence." All the while the passengers are crowding the decks, and hanging in a dense mass over the side eagerly watching, wondering, and appraising.

The rope ladder is dropped from the liner and swings out from the side at each heave of the vessel. The pilot seizes it and climbs up hand over hand to be followed by the others who are to make the trip with the newcomers up the river. Remarks and light banter are interchanged, there is much waving of hands and fluttering of handkerchiefs, and the cheeriest of spirits prevails. Then the little boat pulls away, the Titan of the seas appears to recede, and in the echo of shouts and cheers the pilot boat turns her nose to the shore and faces and figures become obscure blurs.

R. L. C.

## This Is Preserving Time

We have a large stock of every variety of fruit for preserving, and an abundance of sugar, at tempting prices. Also fancy fruit for the dining room table and choice vegetables for the kitchen.

## The City Grocery

R. M. McLEOD | Phone 25 | H. H. Henderson

in the grocery department of Jeff Davis' store.

A huge safe was installed today in the government liquor store.

## The Spice of Life

Suppose all fish that nibbled bait,  
Were landed at our feet;  
Suppose they swarmed in column eight  
Right past our grassy seat:

Established in 1910, we are in a position to furnish reliable information concerning this district. Write for free literature.

Then Izaak's art would lose its bliss,  
For the fishing sport is catch and miss.

The mountain streams we wade all day  
The trout will never rise;

We cast and reel were eddies play,  
Our patience never dies;

The angler's sport is tang with spice,

Because uncertain, like the dice.

Suppose all birds that crossed our  
track,

Should tumble at our pull;

Suppose our gun should always crack,

Our game bag always full;

Then Nimrod's chase would grow  
dead stale,

For the huntman's sport is hit and  
fail.

And so we tramp the forest trail,

Without a shot in sight:

We climb steep mountains, plunge  
the dale,

Until the darkening night;

Then homeward wend with game bag  
poor,

For the chase is oftentimes just a lure.  
Suppose we always found our quest,  
And never met defeat,  
Then life would be a dreary guest,  
Without a joy to greet;

God tempers souls with failure, strife;

This is the zest, the spice of life.

—Theodore Sharpe.

## S. T. HULL

Established 1910

## Real Estate and Insurance

Resident Agent Grand Forks Townsite Company, Limited

## Farms Orchards City Property

Agents at Nelson, Calgary, Winnipeg and other Prairie points. Vancouver Agents:

PENDER INVESTMENTS  
RATTENBURY LANDS LTD.

Established in 1910, we are in a position to furnish reliable information concerning this district. Write for free literature.

DON'T HESITATE!  
PHONE 101 R  
FOR FINE PRINTING



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## SAFETY ON RAILWAYS



Statistics show that travelling on a railway is nowadays less hazardous than walking on the street—the percentage of fatalities steadily decreasing in spite of an increasing volume of traffic at higher speeds.

In congested areas tracks have been doubled and quadrupled; steel bridges and embankments replace wooden structures; air brakes and automatic couplers have superseded hand brakes and links and pins; steam heating and electric lighting have relegated car stoves and oil lamps to the scrap pile; steel construction throughout, underframes and car bodies, steel tyred wheels with continuous fastenings are standard for all up to date passenger equipment; air signalling devices replace the old bell cord and engine cab gong; scores of other accessories, too numerous to mention, are now part and parcel of all modern rolling stock, all specially designed to reach the desired goal—"Maximum Protection to Life and Property."

The greatest and most costly improvements have undoubtedly been carried out in connection with the permanent way and signalling systems. Steel rails of constantly increasing weight have superseded light iron ones; split switches have banished the old stub switch; elaborate interlocking devices are installed at all points where railways cross at grade.

Everything tending to increased efficiency and safe operation, regardless of cost, has been done to an extent hardly appreciated by the travelling public generally.

In this great general advancement seemingly small matters have not been overlooked, special attention has been given to minor details conducive to the desired result—"Safety."

The new torpedo is completely waterproof—it will stand any atmospheric conditions of heat, moisture and frost. It has been subjected to one hundred hours immersion and one hour in moist steam at 120 deg. Fahr. without deterioration and has been used where the temperature was many degrees below Zero with complete success. Special tests have been carried out to ascertain its holding power when placed in position on the rail, and for flying particles likely to cause injury to bystanders, with completely satisfactory results.

## City Property For Sale

Applications for immediate purchase of Lots and Acreage owned by the City, within the Municipality, are invited.

Prices:—From \$25.00 per lot upwards.

Terms:—Cash and approved payments.

List of lots and prices may be seen at the City Office.

JOHN A. HUTTON.

City Clerk.

## RIDE THERE ON CLEVELAND

IT brings the whole country for miles around within easy reach. Have you seen the new models? They're as graceful as swallows! As bright as new coin! As weatherproof as a duck! Automobile Steel Bearings, Frame of English Seamless Steel Tubing, Hard Maple Rims, Hercules Brake. Everything complete. Real Quality. Real Value. Easy Terms. We are the people to mount you right.

J. R. MOOYBOER Opposite G. F. Garage  
GRAND FORKS, B.C.  
Open Saturday Evenings Till 10 o'clock



THE HUB—Bring your boot and shoe repairs to my shop for neat and prompt work. Look for the big boot.—GEO. ARMSON

## Synopsis of Land Act Amendments

THE value of well-printed, neat appearing stationery as a means of getting and holding desirable business has been amply demonstrated. Consult us before going elsewhere.

Wedding invitations  
Bail programs  
Business cards  
Visiting cards  
Shipping tags  
Letterheads  
Statements  
Noteheads  
Pamphlets  
Price lists  
Envelopes  
Billheads  
Circulars  
Dancers  
Posters  
Menus

Unsurveyed areas, not exceeding 20 acres, may be leased as homesites; titles to be obtained after fulfilling residential and improvement conditions.

For grazing and mining purposes areas exceeding 40 acres may be leased by one person or company.

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

Natural hay meadows inaccessibility existing roads may be purchased conditional upon construction of a road to them. Rebate of one-half of cost of road, not exceeding half of purchase price, is made.

PRE-EMPTORS' FREE GRANTS

The scope of this Act is enlarged to include all persons joining and serving with His Majesty's Forces within the time within which the heirs or devisees of a deceased pre-emptor may apply for title under this Act is extended from one year from the death of such person, as formerly, until one year after the conclusion of the present war. This privilege is also made retrospective.

No fees relating to pre-emptions are due or payable by soldiers on pre-emptions recorded after June 30, 1918. Taxes are remitted for five years.

Provision for return of moneys accrued, due and been paid since August 4, 1914, on account of payments, fees or charges made on pre-emptions.

Interest on agreements to purchase town or city lots held by members of Allied Forces, or dependents acquired direct or indirect, remitted from enrollment to March 31, 1920.

SUB-PURCHASERS OF CROWN LANDS

Provision made for issuance of Crown grants to sub-purchasers from purchasers who failed to complete purchase involving forfeiture, on fulfillment of conditions of purchase, interest and taxes. Where sub-purchasers do not claim whole of original purchase, the interest and taxes may be distributed proportionately over whole area. Applications must be made by May 1, 1920.

GRAZING ACT, 1919, for systematic development of livestock industry provides for greater distribution and range administration under Commissioner. Annual grazing permits based on numbers ranged; priority for established owners. Stock-owners may form Associations for range management. Free, or partially free, permits for settlers, campers or travellers, up to ten head.

## PICTURES AND PICTURE FRAMING

Furniture Made to Order.  
Also Repairing of all Kinds.  
Upholstering Neatly Done

R. C. McCUTCHEON  
WINNIPEG AVENUE

JOHN A. HUTTON.  
Near Telephone Office

I have opened a new harness shop and am prepared to make harness to order and do all kinds of repair work. Shop equipped with modern machinery. All work guaranteed:

C. A. Crawford  
Near Telephone Office