

DEFENDS B.C. ROAD POLICY

Asserting that the government had a road program which, while it may take some years to complete, will, he considered, meet the demands of the public, Hon. W. H. Sutherland, Minister of Public Works, in the Legislature the other week, maintained that the present Liberal administration has in mind the welfare of the people of the Province.

The minister would have not taken part in the debate had it not been for the criticism of Mr. W. A. McKenzie, Conservative member for Similkameen on Tuesday, when the latter roundly attacked the works department and its alleged failure to carry out a carefully prepared road policy.

The minister, without being definite, admitted that the present system of maintaining the Island Highway was not proving satisfactory and he said that possible steps would be taken towards keeping that road oiled. As for hard-surface on the highway, it might eventually become necessary but he did not promise it. He promised consideration of the West Coast road but just how far the government proposed to go, he did not state.

On the much-discussed interprovincial highway to connect the coast and interior roadway systems, and which has given much opportunity for discussion in the House, the minister's pronouncement was again indefinite.

"To one announcement you are all looking for," said the minister, "is in respect to the interprovincial highway."

"We have the engineers' reports and have careful estimates made. The advantages and disadvantages have been weighed. Negotiations are still going on and I hope to secure some assistance from the Federal Government. We have our minds made up that the road will be started but there is no advantage at this point, in view of the diverse opinions, to make any announcement."

Mr. J. W. Jones, Conservative, South Okanagan: Is the government determined to build that road even in the event that the Federal Government does not make a grant?

The Minister made no reply, but an inclination of his head might be construed into assent or dissent.

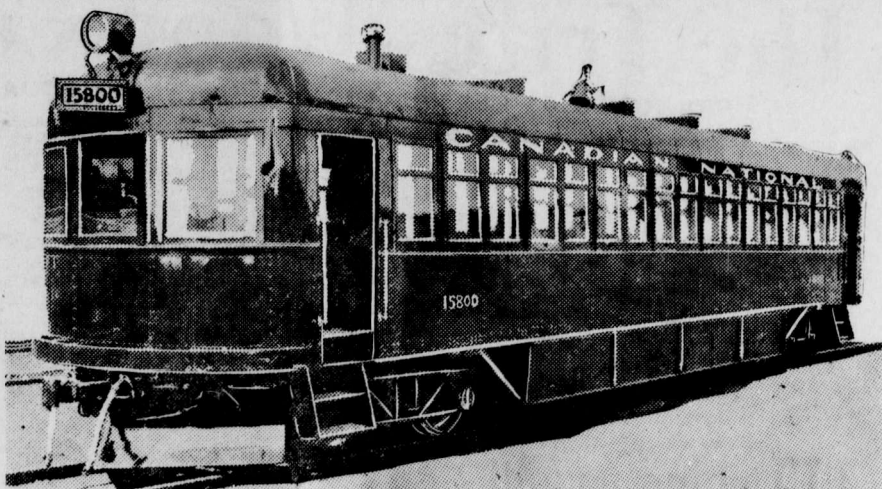
The Minister of Public Works took up at length Mr. W. A. McKenzie's criticisms of the government's course in the construction of the science building at the University of British Columbia, the acute mental hospital at Essondale, and other public works. With respect to the University addition he stated that under the system adopted the Ryan Construction Company was being paid ten per cent for supervision up to \$600,000 of the cost, and no percentage would be paid on any excess over that amount. It was not intended to exceed the esti-

mate of total cost of \$715,000. The contractors were supplying plant, equipment and tools, and their overhead expenses are approximately \$1000 a month, so that the profit of \$60,000 on the job figured out by the member for Similkameen will not be received. He claimed there would be a saving by virtue of the aerial tram installed by the government, a saving that would repay all the cost of that work; that the costs being paid showed the building was being economically constructed. There had been changes necessitated by the increased attendance of students, but taken by and large, the Minister maintained, the recommendations made by the university authorities were based upon common sense, and the cost-plus system adopted had proved advantageous in that the changes made would have involved extras which, under the straight contract system, would have cost very much more. If the building were completed next Fall the contractor might make a fair profit; if it went through the Winter he would receive little. Up to date the Ryan Company had saved some \$13,000 in commissions. Complete audits from time to time had been made by the Comptroller-General, and these showed that materials used had been adequately checked up as well as the books of the company and the government and all labor conditions.

"I think the government is safe under this arrangement. As far as I can learn the university authorities are convinced we are building at the lowest cost to the people of this Province," declared the Minister to Liberal applause.

Relative to the opposition criticisms anent the excessive cost of the acute mental hospital at Essondale and the charge that too expensive materials were installed there, Hon. Dr. Sutherland pointed out tenders had been called for before he took office. He had decided that money could be saved, and had given instructions to that end. The mahogany doors complained of were in line with the other buildings erected under the late government. The doors cost on the average one dollar more than the ordinary doors; the cement floor suggested by the member for Similkameen as a substitute for the present maple floors were not medically acceptable, and the complaint anent the type of locks had no force because the design adopted was in line with all such institutions and added to the safety of the staff in dealing with mentally afflicted inmates. As to the complaint that too much steel was used in the building, that might be true, but to bring in structural engineers to report upon that point would have cost three per cent of the entire cost of the building, and the ultimate result would have been a cost in excess of that occasioned by continuing the specifications. But, the Minister claimed, there had been a saving through

RAILWAY USES ELECTRIC CAR



THE first storage battery electrically driven car used by railways in Western Canada has been placed in service between Winnipeg and Transcona by the Canadian National Railways, whose shops at Transcona employ some 2,400 men, many of whom reside in Winnipeg, travelling back and forth morning and evening. Others reside in Transcona with

their families, but do their shopping and other business in Winnipeg. The inauguration of the new electric car service gives a regular schedule of runs daily which can be operated by the railway company much more economically than under the former system of operating extra passenger trains several times daily. The new car was converted from a gasoline-electric car at the St. Catharines shops of

the Canadian National. It is of solid steel construction throughout with four-wheeled ball bearing trucks. The length is 63 feet over all and accommodation is provided for 100 passengers. One end of the car is reserved as a smoking compartment. The car is capable of maintaining a speed of 40 miles per hour on level track and makes the one-way trip between Winnipeg and Transcona in 15 minutes.

changes ordered by him in the original plans.

On the general policies of the Department of Works the Minister referred to "some of these unsigned circulars going about the country." These statements, he declared, were unjust, and to prove it he referred to works undertaken at Stewart where a saving was made by building a roadway rather than replace an old wharf; to the Quesnel dam, in connection with which, he asserted, the individual who had "sent that dope to the Third Party" had later gone to the Provincial Engineer and apologized and promised to send in accurate information. He did not expect The Searchlight to publish that corrected information. Once they did so their cause would be lost, he said.

The Minister took up a number of opposition criticisms relative to road work in the interior sections, and declared he had no apologies for the system pursued. The present system is the standard one adopted by the various provinces and approved by the Federal Government under its system of highway aid. He said the maintenance vote today was about one-half of that under the late Conservative government despite the vast increase in motor traffic.

"It is proposed to carry out a system of permanent improvements on the trunk roads of the Province," said the Minister, "as well as a system of lateral settlement roads."

"We have in mind building a road up the West Coast of Vancouver Island, though I am not convinced it will be necessary for a year or two," said the Minister. "I have no set ideas on the matter, but if it is one we can advantageously proceed with we should take action."

BETTER DAYS IN THE RUHR DISTRICT

It appears that the situation in the Ruhr district is improving. The German Government is no longer able to pay the artisans for refusing to work; the owners of the industries are in a position to pay them for working, and France is trying to make the conditions agreeable for the employers. Proprietors and managers who were banished or imprisoned for their interference with the French operations have been released and allowed to return to their places of business, with the understanding that they will co-operate with the French in restoring productive activity.

If this understanding can be carried out, France will receive a certain share of the products. The quantity left for the profit of the operator may still be considerable. At least there will be enough to provide an adequate wage fund for workmen whose families are destitute. Moreover, there will again be a supply of raw materials for German industries elsewhere.

Hope is held out that if the German employers and workers resume their former activities and make their fair contributions to France, the main body of the army will disappear, so that the occupation will be invisible, and the residents will no longer work under the menace of foreign soldiers. It may be that this prospect is too hopeful, but it ought to be true. For the establishment of order and peaceful industry in the Ruhr district would be a long step in the way of a new and improved international situation.

If industrial activities and orderly conditions are restored in the Ruhr district Berlin will have very little to do with it. The industrial magnates in the district will be mainly responsible for the change. With them it is a question of business.

NEW LAMP BURNS 94 PER CENT AIR

Beats Electric or Gas

A new oil lamp that gives an amazingly brilliant, soft, white light, even better than gas or electricity, has been tested by the U. S. Government and 35 leading universities and found to be superior to 10 ordinary oil lamps. It burns without odor, smoke or noise—no pumping up, is simple, clean, safe. Burns 94% air and 6% common kerosene (coal oil).

The inventor, J. B. Johnson, 579 McDermott Ave., Winnipeg, is offering to send a lamp on 10 days' FREE trial, or even to give one FREE to the first user in each locality who will help him introduce it. Write him today for full particulars. Also ask him to explain how you can get the agency, and without experience or money make \$250 to \$500 per month.

The difference between character and reputation is that one depends on hearts and the other on tongues. Some men get a college education, and some go through life without even knowing what a forward pass is.

A memorial park is to be established in Missouri in honor of Mark Twain. Future "Tom Sawyers," "Huckleberry Finns," "Pudd'n Head Wilsons," and "The Innocents Abroad," may assemble there and compare the craftsmanship of the genius who created them.

Men Wanted

to learn—

AUTOS, Electrical, Gas Engineering. The demand is far greater than we can supply. \$5.00 to \$10.00 per day offered everywhere for well trained mechanics. Don't remain idle this Winter, get in the big money class. A few weeks' training with tools at the Hemphill Practical Trade Schools, the Million Dollar Trade School System, will fit you for any of these big pay jobs. Get away from hard work and low pay. Hemphill Trade Schools are located at 1311 Granville St., Vancouver, B.C.; 228 Ninth Ave., E., Calgary, Alta.; Cor. Pike and Melrose, Seattle, Wash., and many other cities in Canada and U.S.A. Write nearest Branch to you.

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and all forms of stomach trouble, such as gas, pains, acid, sour, burning stomach are all relieved in two minutes by taking Jo-To. Jo-To is sold by all Druggists.

GIVE "SYRUP OF FIGS" TO CONSTIPATED CHILD

Delicious "Fruit Laxative" can't harm tender little Stomach, Liver and Bowels.

Look at the tongue, mother! If coated, your little one's stomach, liver and bowels need cleansing at once. When peevish, cross, listless, doesn't sleep, eat or act naturally, or is feverish, stomach sour, breath bad; has sore throat, diarrhea, full of cold, give a teaspoonful of "California Syrup of Figs," and in a few hours all the foul, constipated waste, undigested food and sour bile gently moves out of its little bowels without griping, and you have a well, playful child again. Ask your druggist for a bottle of "California Syrup of Figs," which contains full directions for babies, children of all ages and for grown-ups.

Help the Veterans



Try this new patience

The Poster-Judging Competition now being conducted in Canada for the benefit of the Veterans' Associations is one of the most fascinating of games. On the ticket-folder which donors of \$1.20 are presented with, sixteen of the most famous posters of BOVRIL are reproduced in colors.

Which are the 12 best, in order of merit, is what you must decide. The folder shows just what you must do and how to do it.

It is an interesting trial of taste and judgment to class these posters in the order which popular fancy will endorse. It is a real game which can be played over and over again, and in which all the family can join and which will interest visitors, be they young or old.

And just think of the possible reward? A Prize which is a real fortune—and you help an excellent cause.

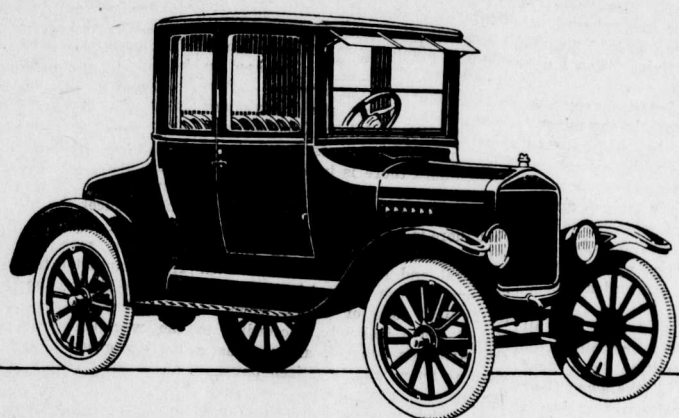
You can make as many trials as you like—for every donation of \$1.20 one ticket-folder is presented, thus \$12.00 secures 10 folders—though only one prize will be given to one person.

BOVRIL LIMITED has donated \$30,000, about \$138,888, which has been divided into 2,003 prizes. The first three are approximately as follows:

- 1st Prize, \$55,555.00
- 2nd " 13,888.00
- 3rd " 4,555.00

Send donations to any of the following organizations or their branches which are actively interested and ask your help:

- Veterans' Association of Great Britain . . . 2725 Park Ave., Montreal
- Great War Veterans' Association . . . Citizen Building, Ottawa
- Army and Navy Veterans in Canada . . . 121 Bishop St., Montreal
- Imperial Veterans in Canada . . . 700 Main Street, Winnipeg
- Grand Army of United Veterans . . . 19 Gerrard Street, Toronto



The New Ford Coupe

An entirely new body design of remarkable beauty as well as practical utility, is the distinguishing feature of the new Ford Coupe. The body lines follow in one graceful sweep from the new high radiator to the "Turtle-back" curve of the rear deck, which has been enlarged to conveniently accommodate bulky grips and packages. Upholstering is luxuriously deep both in the seat and back, the covering being of rich brown broadcloth with mahogany stripe. A recess shelf is provided behind the seat, for parcels. Interior fittings include revolving window regulators, and door locks and handles finished in nickel. The large rear window is fitted with silk poplin shade in dull silvered mountings. The windshield is surmounted by a broad sun-visor, which protects the eyes from glare.

As a handsome and practical all-weather car for town or country, the new Ford Coupe cannot be surpassed.

New Ford Prices

- Coupe, \$665
- Fordor Sedan, \$895
- Touring Car, \$445
- Runabout, \$405
- Truck, \$495

Electric Starting and Lighting Equipment Standard on these models. Electric Starting and Lighting Equipment \$85.00 extra.

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