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Friday and Saturday, 7 and 9 p.m.
Saturday Matinee, 3 p.m.

"Wanderer of the Wasteland"

Adapted from Zane Grey's famous, best-seller story. The thrilling adventures of an outcast who became a hermit of the desert. A remarkable new departure in motion-pictures was inaugurated in this photo-play, every scene being filmed in its natural colors by the Technicolor process, showing a wonderful contrast to the ordinary black and white photography. Stirring incidents include a fight with a rattlesnake, an avalanche in the Grand Canyon, the hero's 60 foot leap into the sand which completely buries him in a first-class fistie battle. A delightful romance runs all the way through mingled with comedy. Strong cast.

Jack Holt, Billie Dove, Noah Beery, James Mason, George Irving, Kathryn Williams and others.

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**January CLEARANCE
SALE****Ladies' Special**

Ladies' Flannelette Nightgowns, round neck and long sleeves, Reg. \$1.65, Sale Price \$1.25
Ladies' Figured Crepe Nightgowns, in pink and mauve, round neck and short sleeves, Reg. \$3.25, Sale \$2.25
Ladies' Monarch Art Silk Hosiery during the sale to sell for 75c
Ladies' Green and Brown Woolen Heather Penman's Hosiery, Reg. \$1.25 and \$1.35, Sale Price ... 95c
Ladies' Woolen Crepe Skirts, Reg. \$6.00, Sale Price \$3.75
Ladies' Blouses, English broadcloth, in white and natural color, Prices \$3.50, \$5.00, and \$6.50, Sale Prices \$2.75, \$3.85 and \$5.25
Ladies' Sweaters, Monarch latest creation in the latest shades; the variety is too big to classify but we offer 25 per cent discount on all our stock of Sweaters.
Ladies' Good Quality Voile Blouses, trimmed with Val. and Filet Laces, Values from \$5.50 to \$6.75, Sale Price \$4.25

JABOUR BROTHERS LTD.
Corner Third and Seventh.
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**ROTORSHIP IS
NOT BEAUTIFUL**

One Who Saw Her Trial Trip
Tells About his Experiences

The English papers are devoting a good deal of space to the rotorship that was tried out in Europe recently. The London Times' special correspondent says:

The Buckau presents an extraordinary and somewhat unattractive appearance. Before her conversion into a rotor-boat she was a three-masted schooner of 600 tons. She now carries two revolving towers or cylinders of thin sheet-iron each about 50ft. high, 8½ft. in diameter, and capped with a kind of flange or metal lid. She looks something like a steamship with two grotesquely enlarged towering funnels so wide apart that one is well forward, the other well aft. The hull is painted green, the two towers are painted grey. Apparently it has been stated that they are grooved or roughened, but this is an error, for they are just as smooth as the minute.

coat of paint on the sheet-iron and the small rivets have left them.

At a distance, and especially in today's mist, it is the great towers that first come into sight. The hull is inconspicuous by comparison. The absence of canvas sail or of any propeller (say a small auxiliary screw that only works in emergency), and nothing but the silently revolving towers, make her an uncanny object as she "glides through the water."

Run by Four Men

She passed us towards two o'clock in the afternoon. She was sailing in a fine wind blowing at seven or eight miles an hour. Her own speed was five or six knots. She was very steady in the water, and had no perceptible list. Just as she was growing faint in mist the aft tower slowed down. She began to turn, and then the aft tower began to revolve again while the forward tower slowed down. Then she headed towards us, and soon sailed by at the same even pace, both towers describing about 120 revolutions to the minute.

It would have been interesting to see how close she could sail to the wind, but the experiment was not attempted. She was being run by four men, a considerable reduction of the number who must have been needed to run the original schooner. A small diesel engine works the towers, and then there is the small auxiliary engine; thus the mount of space left for cargo is far greater than on a steamship.

Towers Large

The towers are large but relatively fragile (the iron sheeting is not more than two millimetres thick). Would they resist the battering of a hurricane and the smashing impetus of heavy seas? The inventor apparently has good reason to think that they would, but this is one, and perhaps the most important, of the things that await a conclusive trial.

**CAPTAIN WINGATE AND CREW
OF FIVE DRIFT HELPLESSLY
ON LUMBER BARGE.**

(continued from page one)

ashes and coal.

Cable Parted
The fight back across the Straits with tug and barge safe was all but won and the shelter and safety in the lee of Triple Island was but one mile distant after Capt. Pearson had skillfully navigated the reefs and shoals in the face of a furious gale and driving rain when the tow line from tug to barge caught bottom and snapped, the Bergamon going adrift.

Understanding that the large salvage tug Nitinal was at Prince Rupert and his own boat in a serious plight, Capt. Pearson made the decision to come in here with all speed possible and send the Nitinal to the rescue. Arriving here at 10 o'clock, he found that there was not a boat in the port that could venture into the storm and live itself. Then radio messages were sent in all directions for help that might be in neighboring waters.

"Had I known that there was no boat here that could be sent out, I would never have come in myself but would have stayed by the Bergamon in spite of the danger we ourselves would have been in," declared Capt. Pearson. In the meantime, the Massett is moored at the dry dock here and her crew are still working to pump her out. It would be suicide for them to venture out again, it was deemed by the crew, although Capt. Pearson was still willing this morning to make another dash for the Bergamon.

Drifting Toward Island

When the Massett left the vicinity of the accident, the Bergamon was drifting towards Dundas island but Capt. Pearson was of the opinion that she may have missed hitting it.

There was not even one of the Canadian Fish & Cold Storage Co.'s trollers in a position this morning to go to the rescue, Capt. Pearson stated.

Capt. Wingate is well known in Prince Rupert. Formerly he was master of the C.G.M.M. Canadian Winner and at least once brought that vessel here. About a year ago, he left the C.G.M.M. to go into business for himself. The names of the other members of the Bergamon's crew were not available on the Massett. They were signed on at Vancouver.

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