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Gordon Mackay Bates Varsity—Distinctive new tweed pattern. Beautiful colors of light blue, rose, green, aqua, slate and brown. Bedspread sizes 74 x 110 and 86 x 110—Each **11.95**
An extra spread is easily made into a beautiful set of matching drapes.

BATES SPREADS SOLD IN RUPERT BY

WALLACE'S DEPT. STORE

Interior Getting Colder Weather

Word from the interior tells of colder and generally wintry weather.

Ukon. In certain points between the Bulkley Valley and Terrace more snow has fallen and below zero conditions have been touched.

Gov't Prepares for Seaway

OTTAWA (CP) — Engineering plans for the St. Lawrence seaway-power project are being redrafted to route part of the huge navigation works through Canadian territory if Canada builds the waterway alone.

The revised routing, which would add \$35,000,000 to the estimated cost of a joint Canada-United States undertaking, would shift the 27-foot navigation channel from U.S. territory on two stretches of the international rapids section of the river between Cornwall, Ont., and Prescott, Ont., opposite Oldenburg, N.Y.

The special projects branch of Canada's department of transport is drawing up the all-Canadian plan in the light of congressional delay on a joint scheme—favoured both by Canada and the U.S. administration—and the possibility this country may launch the big job without U.S. federal participation.

As the over-all federal agency for handling the navigation end of an all-Canadian waterway, the federal government has proposed in the Commons the creation of a "St. Lawrence Seaway" which would be authorized to borrow up to \$300,000,000, enough to cover the navigation expenditure under present cost estimates.

Early this fall president Truman told the Canadian government that, unless Congress acts soon, he will give his sanction to Canada going ahead alone. He set no specific time, but believed in some government quarters here is that early 1952 is indicated as the deadline.

WILL TAKE TIME

Canadian authorities say there is no telling what time might elapse between Mr. Truman's sanction and the actual start of work. Proceedings could drag on for months, perhaps a couple of years before the International Joint Commission, the U.S. Federal Power Commission and, possibly, the U.S. Supreme Court.

The Canadian government has several times made known its willingness to tackle the project alone if necessary. Once the U.S. barriers are cleared away and the IJC has given permission, work can be started almost immediately, according to officials here.

At this moment, materials and manpower would be a problem. But Canadian authorities are confident that by the time the digging of the big ditch starts, Canadian and U.S. production and available manpower will be ample.

The estimate here is that it will take an average of 15,000 men to do the job, with somewhat more than that needed in the final stages. Full output of 2,200,000 horsepower of electricity might be expected in four years from the start of construction, with the navigation

end of the waterway taking two years longer.

On the financial side, the latest official estimate of the overall cost, with the locks running through the Canadian side of the international section, is \$552,000,000. Of that, \$400,000,000 would be for power development.

DIVISION OF COST

The power cost—and the power—would be split between the provinces of Ontario and whatever U.S. authority may be designated to handle it. Ontario has said it is willing to put up \$200,000,000.

That leaves \$250,000,000 to be spent by the Canadian government for a 27-foot channel and locks from Montreal into Lake Erie, which is as far as this government intends to go with the "all-Canadian waterway." Above that, the remaining work consists of about \$88,000,000 worth of channel-deepening to get ships through the upper lakes and to the lakehead. The U.S. administration has been engaged in this work continuously for years and can continue it.

The cost estimates are Canadian government figures based on prices last December. Officials say that between seven and 10 per cent would be added to them now to cover cost rises in the interval.

The Canadian government's proposed change from the original joint plan for the international section consists of three canal locks on the Canadian shore, instead of three on the U.S. side, to bring shipping past the proposed hydro-electric development in the rapids.

The upriver lock would cut across Iroquois Point, Ont., instead of at Point Rockway, N.Y., a little to the southeast. About 30 miles downriver, a double lock just west of Cornwall would form the other entry to the rapids section, which is to be deepened by a series of dams controlling the river level for power. The twin lock at Cornwall would take the place of two locks a few miles to the southwest, at Robinson Bay and Grass River on the New York side.

Hotel Arrivals

Prince Rupert

I. L. Reuth, G. Lloyd, Mrs. H. J. McNaughton, R. J. Alliston, Vera H. Miller, L. Hurst, C. Flinders, M. F. Parkinson, A. Wallace, C. W. Porter, D. Corson, C. P. Erwin, D. B. Hardie, C. S. Newton, E. O'Hole, Charles Guy and D. R. Wallace, Vancouver; R. H. Dinnah, West Vancouver; L. R. Smith, Mrs. Laursen and family, Edmonton; I. V. Hopkins, South Burnaby; S. L. Pearson, New Westminster; Mr. and Mrs. M. M. McDonald, West Vancouver; E. T. Hankey, New Westminster; F. R. Henderson, North Vancouver; T. W. C. Davis, Victoria; Mr. and Mrs. R. Ginn, city; Mr. and Mrs. M. P. McDonald and C. Benson, Skeena Crossing; Mr. and Mrs. E. Brokke and son, Ketchikan; L. J. Gellay and W. K. Elliott, Smithers; R. A. Callaghan, Kamloops; Mrs. H. Reid, Port Hsington; Mrs. Brown, Port Essington; Mrs. H.

SHIPS & WATERFRONT
OPS Princess Norah arrived today with a small load of passengers, including 15 Alcan employees for air transportation to Vancouver. Nearly 100 men were disembarked at Kemano and Kitimat. The vessel returned north Monday night.

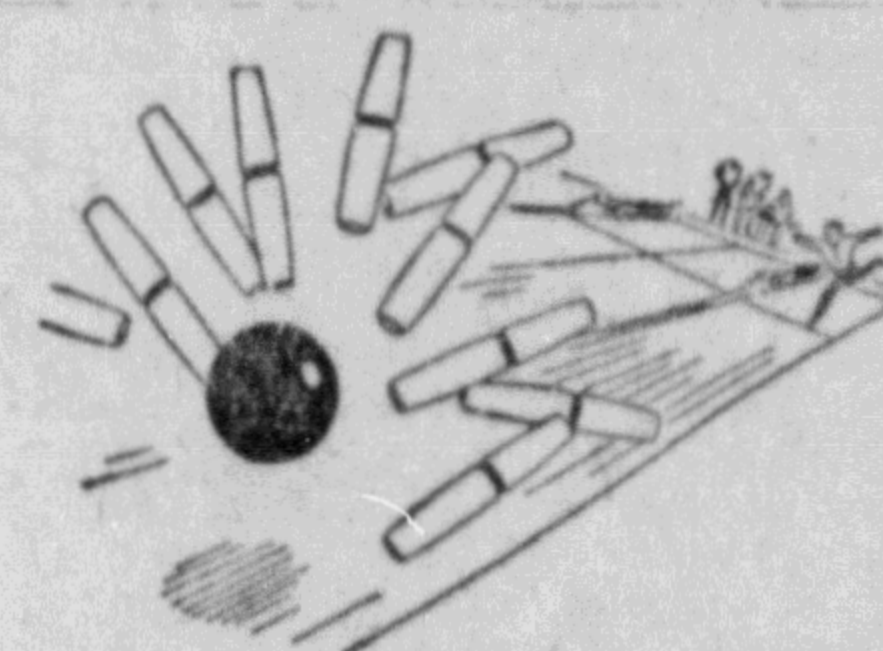
ECONOMIZE with

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The paint for beautiful WALLS & CEILINGS



MAN WITH THE PEN—End man of the Saskatchewan Roughriders, Jack Nix obliges with his autograph for a couple of young fans at Regina Union depot as the team left for Toronto in quest of the Grey Cup. (C.P. Photo)

on the ALLEYS



Winners of the first third of Ladies' Bowling League are Lyons and Mansons in A and B Divisions, respectively, as both teams retained their lead in Tuesday's meet. Winning points are Lyons 30, Mansons 27.

In A Division, Agnes Pierce of Lyons came out in front, leading with both high single and high three game total with 297 and 693. For B Division, Helen Speer of Cook's led single games with 256, and Marion Shenton of Shenton's took high three with 633.

RESULTS:
A Division—Lyons 3, Cloverleaf 3, Junette 3, Stars 2, Savoy's 2, Gordon & Anderson 2, Rosa Lee 1, Skeena Grocery 1, Dobb Printing 1, Lucky Strikes 0, McMeekins 0, Wrathall's 0.
B Division—Commercial 3, Shenton's 3, Mansons 3, Cook's Jewellers 2, 75 Taxi 2, Sunrise 2, McKay's 1, Seventh Avenue Market 1, Big Sisters 1, Co-op 0, Toilers 0, Rupert Radio 0.
First highest 12 averages at end of first third:

Gale and son, Terrace; Mrs. W. R. Tooth, Stewart; A. Poderson, and A. J. Allan, Vancouver; Miss M. Nelson, Wadena, Saskatchewan.

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STILL GOING STRONG

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Saturday Matinee 2

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Cecare Carzi Tenors
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