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Telephone Purchases

Purchase of cable for the telephone reconstruction program for 1951 was approved at a cost of \$21,000 by the city council Monday night. Recommendation to purchase was part of the report of the utilities committee.

Also approved by the meeting were purchases of new ringers and cords for an approximate expenditure of \$3000, calling of tenders for the purchase of a new one-ton panel truck to replace the one now in use, and the re-opening of negotiations with Northwest Telephone Company and the Dominion government telephone and telegraph department in an attempt to obtain a more equitable distribution of long distance toll charges.

In support of the recommendation to purchase the year's supply of wire now, Ald. H. M. Daggett said it would take some time for the order to be filled and that there should be sufficient money in the fund by that time to cover payment on delivery. The wire was required, he said, to carry on with the five-year plan adopted two years ago.

Ald. George Casey said the telephone superintendent had suggested two weeks ago that, by an extension to the present board and the hiring of extra operators, more lines might be made available. He asked if any consideration had been given that aspect.

Telephone Superintendent Jack Edwards, when asked to speak, said the extension would go ahead. The materials were now on hand for making repairs through a switchboard that had been purchased from West Summerland. It was half completed now, he said. Regarding new cords, Mr. Edwards said the ones presently in use had been repaired so many times they were too short and had to be replaced. It was also better to get the cable in now to forestall shortages.

Ald. Casey asked again if the

Genoa, Lake Como in Northern Italy and Venice. The fish market in Venice they described as something to see. Everything that came out of the sea reached the dinner table, they said. The people dressed well as a rule, particularly the more wealthy. The men in cities were more conservative than in this country and always wore ties. They were impressed with the naturalness and ease of actions of the people of Europe as compared with people on this continent.

Their fluent knowledge of the Italian language stood them in good stead. The little French they knew also came in handy and they learned a great deal more while in the country.

Although most people in Italy seemed to be pretty well off, they said, there were many who asked them for help in getting to this country. Money in use in Italy was practically all of Italian issue. There was very little of the occupation money still in use. They are also minting coins again, a practice that was discontinued for a long time.

When they returned to Milan, they received notice their luggage was in Switzerland. They retrieved it and boarded a plane at Milan for London. They sailed from Liverpool to Halifax, went by train from Halifax to Windsor and had another visit there. While in Windsor they went through the Ford plant, which they found interesting.

Both agreed they liked seeing Europe but neither would like to live there.

Among changes that struck them on returning to Prince Rupert were progress on the new schools, changes in traffic regulations and the new liquor store.

Mr. Basso intends to return to his work with Standard Machine Shop. Mr. Campagnolo is as yet undecided as to what he is going to do.

extension to the switchboard and additional operators would allow extra telephones on the circuit.

MORE EFFICIENCY

Mr. Edwards replied that, with the addition of two or three more operators and the extension, another 20 lines would be made available. Pay phones were scattered all over the boards and with the extension they could be segregated, allowing one operator to look after them. He explained that waiting for customers to find and deposit coins caused a large time loss and that centralizing them on one board would allow the other operators to handle more traffic.

Ald. T. B. Black said he thought the operators had been complaining that the boards were overloaded. He did not understand the extension was to allow more telephones.

Mr. Edwards answered that the extension would take care of the overload and allow for extra lines also. In response to Ald. Black's question regarding the need to scrap the new ringers if the system were changed, he said the new ringers would not be obsolete and would be suitable for a dial system.

The report was approved after Ald. Black was assured the purchases recommended would be included in the estimates.

CFPR RADIO DIAL

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WEDNESDAY—P.M.
4:00—Jimmy Shields
4:15—Music by Goodman
4:30—Maggie Muggins
4:45—Stock Quotations & Int.
4:55—CBC News
5:00—International Comty.
5:10—Rawhide
5:30—Prelude to Dusk
5:45—The Question Box
6:00—Supper Serenade
6:15—Freddie Martin & Orch.
6:30—Musical Varieties
6:45—Saddle Rockin' Rhythm
7:00—CBC News
7:15—CBC News Roundup
7:30—Giovanni Dell'agnola
8:00—Songs of the Cedar
8:30—The Nymphs and the Lamp
10:00—CBC News
10:10—CBC News
10:15—The Comic Strip—Dick Tracy
10:30—Canadian Concert
11:00—Weather Report
11:06—Sign Off

THURSDAY—A.M.
7:00—Musical Clock
8:00—CBC News
8:10—Here's Bill Good
8:15—Morning Song
8:30—Morning Devotions
8:45—Little Concert
9:00—BBC News and Com'ty
9:15—Music for Moderns
9:30—Morning Concert
9:59—Time Signal
10:00—Morning Visit
10:15—Morning Melodies
10:30—Melody Time
10:45—Invitation to the Waltz
11:00—Kindergarten of the Air
11:15—Roundup Time
11:30—Weather Report
11:31—Message Period
11:33—Recorded Interlude
11:45—Scandinavian Melodies
12:00—Mid-Day Melodias

P.M.
12:15—CBC News
12:25—Program Resume
12:30—B.C. Farm Broadcast
12:55—Rec. Int.
1:00—The Concert Hour
1:30—Musical Program
1:45—Deeds That Live, Comty.
2:00—B.C. School Bdct.
2:30—Records at Random
2:45—At Home With Your Children
3:00—The Music Box

Rushbrook Hts. Improvements

The board of works committee recommended to the city council Monday night that the whole question of improvements in Rushbrook Heights be reconsidered. This was deemed advisable because no petition had been received from residents of Piggot Avenue. Other streets in the area had entered petitions asking that work be done. Permission to borrow the necessary money was dependent upon receipt of the petitions.

Ald. George Casey said the committee had not been able to get the support of the Piggot Avenue citizens. In some respects he agreed with their objections. He thought the city should reconsider the matter. He mentioned the \$5 annual sewer rental those residents were paying and said it was not paid in other sections of the city. They were now being asked for another \$20 a year to get roads, water and sewer. Other sections of the city, he continued, had the city look after the water mains. In any case, he said, without the Piggot Avenue residents, there are not sufficient petitioners to carry through the projects.

Several aldermen said residents of other parts of the city were paying sewer rental and that there were very few parts where such rental was not paid.

Ald. H. M. Daggett said that, in a case like the one under consideration, where certain improvements were required but citizens would not petition for them, the council could proceed on initiative. Then it was up to the taxpayer to petition against it. In the present instance, he continued, if the council felt the work was vitally necessary, the council should proceed on its

Alertness Vital With Big Ship

NEW YORK (P)—Capt. George B. Young of Bergenfield, N.J., has one inflexible rule: when he has a date with a "Queen" he gets to bed early the night before.

As a docking pilot with a big tugboat firm, he has regular dates twice a month with the two biggest queens in the world, the liners Queen Elizabeth and Queen Mary. He is entrusted with bringing the big ships into their berths in the Hudson River and of course must be completely awake when he's on the bridge.

Young, who has had his first class pilot's licence since he was 21 and has been a docking pilot for 15 years, boards the queens near Battery Place at the lower end of Manhattan Island, relieving the harbor pilot who has brought the ship in from Ambrose Light.

"Make sure you say that the ship's master is always in charge," he says. "He doesn't turn that queen over to us until he's confident we know how to handle her."

The world's biggest liners are coaxed into their docks with a whistle. Young's signals from the bridge have to be picked up by a sailor and relayed to tugs on the starboard bow. Stern tugs, far out of reach of the whistle, get their signals from the ship's mighty air horn. Tug pilots repeat the signals following them so there will be no mistakes.

CAREFULLY CALCULATED

Everything is figured in advance—wind, tides, weight of the ship, the number of tugs needed, the pilots who handle the tugs.

"I consider the pilots as much as I do the tugs—they really know their business," says Young.

Young's business is varied. One Sunday he docked the 80,000-ton Queen Elizabeth. The next day it was a 4,000-ton banana boat.

All jobs the same to him but he considers his toughest was when he put the big Dutch liner Nieuw Amsterdam into dry dock in Erie Basin in 1946.

"A very tough job," he recalls. "She had clearance of only 50 feet and when she swung in that dropped to 25 feet. There was no room to play. We warped her in, though, and when the gates were dropped the Nieuw Amsterdam's stern stuck out over the gate. That's how tight she was.

Britain Having More Bankrupts

LONDON (P)—Business is picking up, said officials of "Heartbreak House," nickname for a London government office dealing with Britain's bankrupts.

Operated under the supervision of the Board of Trade, the office recorded approximately 2,000 failures in 1950, compared with 207 in 1945.

Analysis of the 1949 total of 1,419 bankrupts, showed some surprises. Notwithstanding food rationing, only four butchers went bankrupt that year, compared with 78 in 1939. Failures of

initiative with the plan. But he suggested they go into the water question again and also street costs. After the full report was brought in, it might be possible to eliminate the extra tax for water.

City Clerk H. D. Thain said Deputy Minister of Municipal Affairs B. C. Bracewell had advised against proceeding on initiative. The council had consent everywhere except on Piggot Avenue. It might be possible to proceed elsewhere at the request of the taxpayers and on Piggot on initiative.

Ald. Casey said in the matter of laying mains the people there should be treated as they were elsewhere in the city. It was up to the city to get the water to the property line and then it was the householder's worry about getting it to his house.

The question was referred to the board of works in conjunction with the city engineer.

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building concerns, however, tallied 143 despite the urgent demand for new homes and repair of war-damaged property.

Higher running costs and pubs and hotels owned by brewers, shared a similar fate.

It may be a sign of the times, said an official. "Only one rag-

tightening purse strings blamed for the bankruptcy of pubs and hotels. This figure, however, is confined to private owned concerns. None of the and-bone man filed a petition in 1949 and we haven't had a partner broker through our hands since 1937."

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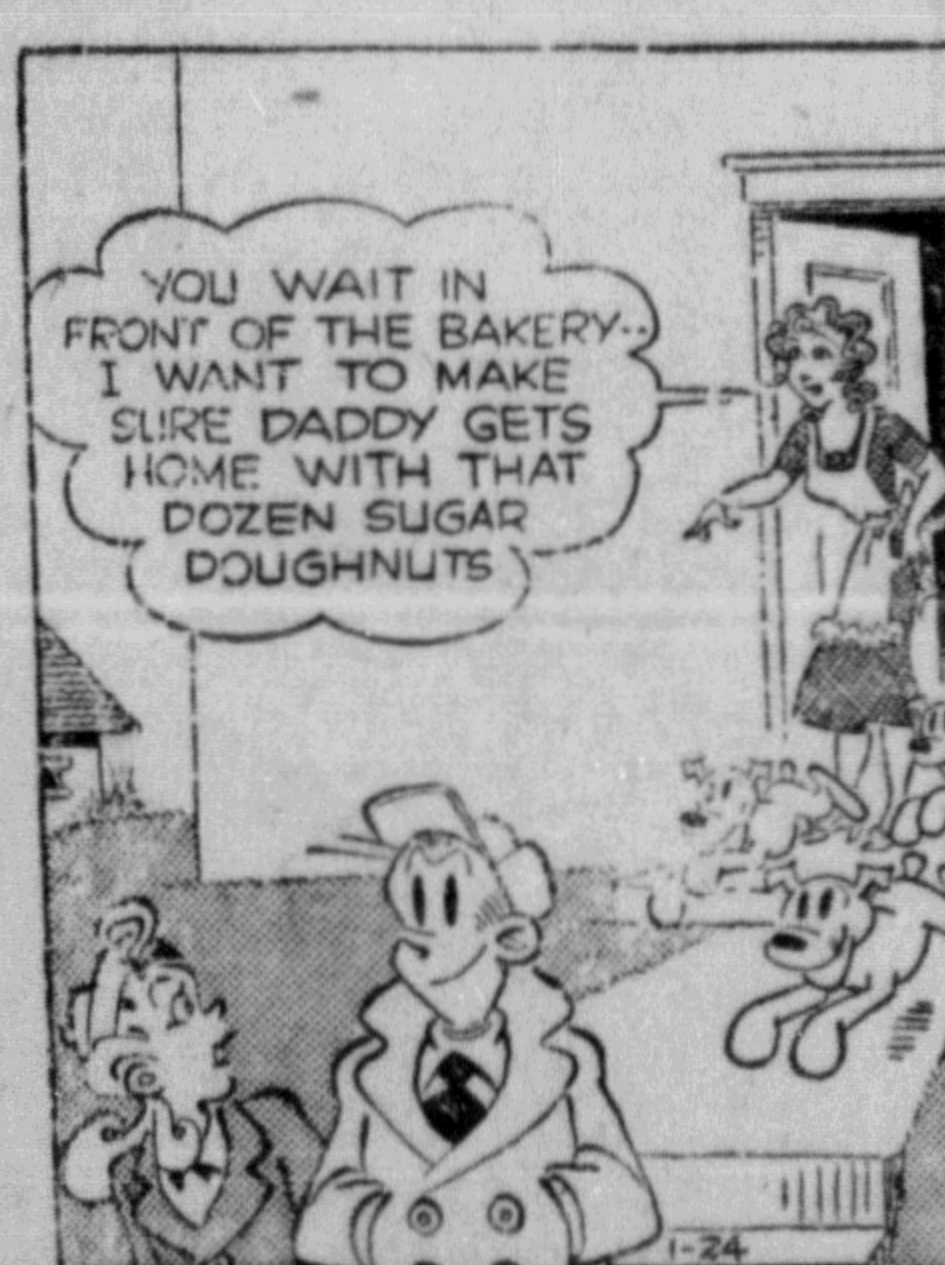
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