

Comedy Films
For Holidays

A fun filled film about a pair of newly weds and their troubles with a gangster mob is presented in "Behave Yourself," starring Farley Granger and Shelley Winters, which will be the Capitol Theatre feature from Monday to Wednesday.

A dog which has been trained by one group of gangsters to act as a go-between with another mob brings about all the trouble when he gets away from his trainer and follows the newlywed husband home. The wife thinks it an anniversary present while the members of both gangs frantically try to get the animal back in order to go through with a million-dollar smuggling scheme. The result is a hilarious series of happenings that get the young hero into plenty of hot water with the police as well as with the crooks. William Demarest heads the supporting cast as a tough and suspicious police officer.

As a special Christmas mid-night feature, a pirate comedy picture in technicolor, "Double Crossbones," with Donald O'Connor and Helen Carter is being offered at the Capitol Tuesday.

Drama Of
Civil War

"Drums in the Deep South," feature picture for Monday to Wednesday at the Totem Theatre, dramatizes an incident in the defence of Georgia during the Civil War at the time General Sherman was frantically driving his army south on its march to Atlanta and the sea. In order to delay Sherman's forces, Confederate tactics were to destroy his supply trains at a strategic point where the railway line was vulnerable to attack. How this was accomplished at the cost of heroic sacrifice is depicted in the film which is produced in color.

James Craig, Barbara Payton and Guy Madison are co-starred in the production with Barton MacLane, Craig Stevens and Taylor Holmes also importantly cast. Craig plays the part of the officer commanding the little Confederate band and Madison has the role of the northern major ordered to wipe out the enemy party. Miss Payton is the southern girl with whom Craig is in love and who risks her life to warn him of his danger.

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Along the 'FRONT

Several vessels have had sounders installed recently, in preparation for next season's fishing. The Prince Rupert Fishermen's Co-operative Association packer, Ogden, has been fitted with an Eko-lite recording type sounder. The seiners B.C. P43 and Talamaso (B.C. Packers Ltd.) received the same equipment, while on the troller Tulameen, Capt. Helmer Christensen, a "flasher" or "indicator" type sounder was installed. The department of fisheries vessel, Babine Post, received a Bendix recording sounder, McLean Shipyard and the Drydock install the under-water units, while Al Colclough, of Sonic Marine, handles installation of the deck equipment.

It was in Prince Rupert that echo sounders first swept into the fishing industry on a large scale and since they were first installed in 1946, more than 60 per cent of all fishing vessels with exception of gillnetters use this equipment to a great advantage, says Colclough.

The contract for a hundred-foot towing craft was recently awarded to Yarrows at Victoria by Kingcome Navigation Co., a subsidiary of the Powell River Co. Delivery is looked for in May. British Columbia shipbuilding interests are hopeful that other companies will follow the example set by the Powell River organization. The new tug will be made use of all along the coast. She is equipped with a 700 h.p. diesel. The tug can utilize full power towing at six knots for as much as 4,300 miles. Her steel hull is electrically welded and the wheelhouse is made of aluminum.

Union steamer Camosun, Capt. John Boden, arrived in port at 3:45 yesterday afternoon from Vancouver and waypoints, sailing at 11 p.m. for Alice Arm and Stewart when she will return here tomorrow morning to sail south at 12 noon.

Back on the Queen Charlotte Islands run on which the Coquitlam has been operating during recent weeks, Union steamer Chilcotin, Capt. William McManis, arrived in port at 10:30 Friday night from Vancouver via Kamano and other coast points and after discharging cargo, sailed for north Queen Charlotte Island points whence she returned here at 6 o'clock last evening, sailing south at 8 p.m. The Coquitlam is now going on the Vancouver - Bella Coola - Ocean Falls route.

THE OLD SAILERS

In many a seaside village home in the Maritimes there is still to be seen hanging in the hall, the painting of a full rigged ship.

Evidently a gale is sweeping the ocean—it could be any of the even sea—for her canvas is feeling its force, and every man jack aboard is at his post. It's a good guess to say that between this painting and the family occupying the house, there is an intimate contact.

Perhaps the windjammer, plunging across the briny, helped build the home in that long ago time when, for half a century, the wooden shipbuilding industry gave Canada an envied fame. Reminders of the era can still be seen. Even here in Prince Rupert are old timers able to recall seeing signs and traces of the once busy yards along Atlantic shores.

Some craft were turned out that made modest fortunes. One of the fastest in all the fleets, the Marco Polo, after sailing around and about the globe, came home to die. Built in St. John, N.B., in 1852, after a career of 32 years, she was wrecked near Cape Cavendish, Prince Edward Island.

Often, races from Australia and the Orient to the British Isles were staged. There were occasions when the difference in time was merely a matter of a few

hours, if that long. Markets were waiting.

Over a period, from as far back as the thirties, thousands of launchings were seen in the Maritimes, in Quebec and New England, home of the Yankee Clippers. Steam navigation was known, of course, but the world still turned to these renowned sailing ships.

It was not at all uncommon for one to travel more than 300 miles in a day. The Red Jacket, Star of the South, Marco Polo, Royal William, St. Kilda, Baron of Renfrew—some had a hint of jauntiness, or touch of romance.

In certain respects it was a hard life. Seamanship was expected and given, as a matter of course. Sailors saw the world. There might have been an eight hour day and perhaps not. All were in the very zenith of health and strength.

They had known lusty years, and there was lots to remember. And perhaps as age came on there were those who thought:

I can't help feelin' lonesome For the old ships that have gone

For the sight 'o tropic sunsets And the hour before the dawn And white sails pullin' stoutly To the warm and steady draft And the smell o' roasting coffee

And the watches must 'rin aft.

Since the end of the war, vessels worth five millions have been brought to this province, and this does not include the new CFR ships—the Princess Patricia and the Princess Marguerite. This multi-million dollar figure is assessed value, a fraction of the original building cost. All this represents what British Columbia and Canada have lost, in the way of labor. Between 1946 and last December, 139 ships and 86 barges were imported into this province.

CFR freighter Yukon Princess, Capt. A. F. Stewart, arrived in port at 7:30 Saturday morning from Vancouver. After discharging here and at Port Edward Saturday, the vessel sailed that night for Stewart then to southeastern Alaska points.



Wishes

One and All

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