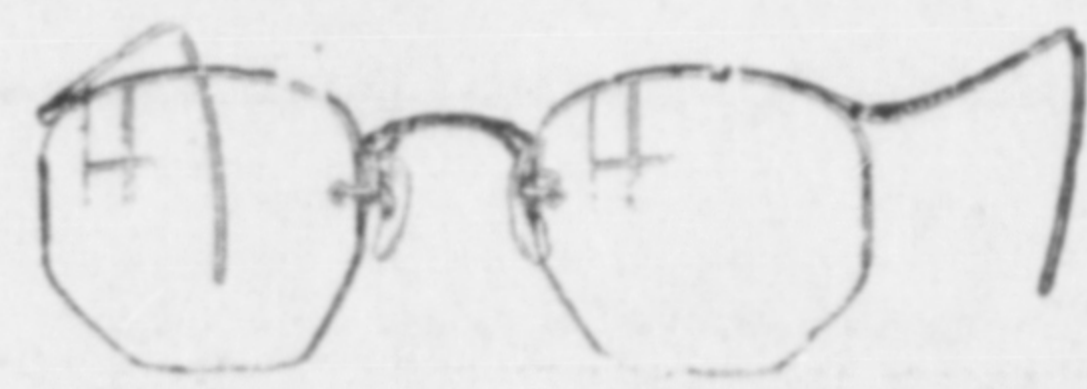


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RETIREMENT SEAL COVE
OF SKIPPER ROAD AGAINCapt. H. E. Nedden Leaves SS
Prince George at Van-
couver.Two Plans Proposed By Chamber
Of Commerce To Relieve
Congestion

VANCOUVER, Dec. 2:—Thirty-one years of marine service on the Pacific Coast, in which time he has navigated ships a million and three-quarter miles through the tricky waters of British Columbia and Alaska without a major accident, is the proud and enviable record of Captain H. E. (Harry) Nedden, commodore of the Canadian National Steamships (Pacific) fleet, who walked down the gangplank of his vessel, SS Prince George, on Saturday afternoon for the last time "in uniform." Although it was the "last voyage in active service" for the popular skipper, who is one of B. C.'s best known shipmasters, his official retirement takes effect December 28, his sixty-fifth birthday.

When he brought his ship into port on Saturday a genuine feeling of regret was in evidence on the part of all officers and men who have worked with him for many years. He was the recipient of numerous hearty handshakes, accompanied by best wishes for health and happiness during retirement. Among land forces on hand at the Canadian National dock to greet him were several officials of the company, including W. T. Moodie, general superintendent, Canadian National Railways and Steamships, W. Hatley, general freight agent, and William Stapleton, general passenger agent. Captain Nedden was also welcomed by a host of others connected with marine circles as he is a past president of the Canadian Merchant Service Guild and at present is a trustee.

Captain Nedden has piloted thousands of tourists to Alaska and northern British Columbia on various cruise ships he has commanded for the company and, consequently, is well known in Canada and the United States, particularly Washington, Oregon and California.

A well-timed coincidence was the fact that W. H. Fogg, superintendent, Canadian National Steamships, returned from a northern inspection trip with Captain Nedden on his last voyage. Thirty-one years ago, in July, 1910, the two men were together on the maiden voyage of the Prince George from Vancouver to Prince Rupert. At that time Captain Nedden was third mate and Mr. Fogg secretary to Capt. C. H. Nicholson, manager, Grand Trunk Pacific Coast Steamships Company.

Of many experiences that occur in such a lengthy career, Captain Nedden considers the day in May, 1939, that he was on the bridge of SS Prince Robert as skipper for Their Majesties, King George and Queen Elizabeth, for the crossing from Victoria to Vancouver, stands out most prominently. He treasures a pair of engraved gold cuff links presented to him by the royal couple as a memento of the thrilling voyage on which record time was made.

Born at South Shields, near Newcastle, England, Captain Nedden comes of a seafaring family. His father was a captain, in sail, and his older brother, Capt. James Nedden, resides at Vancouver in retirement after a lengthy marine career.

Captain Harry Nedden first went to sea as an apprentice for the Island Line out of Glasgow at the age of 15, serving his time in sail. He received his second mate's ticket in 1918 and joined a steamer shortly after.

During the Boer War he served on vessels between South America and South Africa, transporting troops, cattle and horses. Then followed a period during which he was in command of freighters operating out of Newcastle.

When Captain Nedden saw SS Prince George under construction at the Swan, Hunter and Wigham Richardson yard at Newcastle-on-Tyne and learned she was designed for service on the British Columbia coast, he signed on as second mate for the long voyage which took 73 days, via Cape Horn.

Once in Vancouver, he decided to remain and served on SS Prince George on the coast service of the Grand Trunk Pacific Steamships Company as third mate, from July, 1910. In a year's time he was made second officer on SS Prince Albert and soon became chief officer and captain. Most of the first Great War years were spent on that ship, followed by four years as master of SS Prince John, serving the Queen Charlotte Is-

The question of inadequate road facilities on the Seventh Avenue approach to Seal Cove was again up for consideration at last night's regular monthly meeting of the Prince Rupert Chamber of Commerce. Two proposals to relieve the situation there are under consideration—one to widen the existing artery from Sixth Avenue turning down Immanuel Street to Seventh Avenue, the other to establish an alternative route by way of Eighth Avenue and across Herman or Immanuel Street to Seventh Avenue. A special committee, of which Arnold Flaten chairman, was asked to continue its activities in connection with the matter.

Mr. Flaten reported on an interview which had been held with City Commissioner D. J. Matheson. Owing to the federal government being responsible for a large measure of the increased traffic on the Seal Cove road, Mr. Matheson took the view that the federal government should assist in improving or widening the road. At same time he expressed willingness that the city should co-operate. Meanwhile, there was reason to believe that the federal government might act in the matter though possibly not at once. The possibility of an alternative route to connect Eighth Avenue with Seventh Avenue had been considered and the city engineer had promised to make surveys and give estimates of costs although he (the city engineer) was of the opinion that the main Sixth Avenue route should be concentrated. Linking up of Eighth Avenue would involve the paving of that road.

Jack Gurvich stressed the necessity of something being done to relieve the situation. This was a road on which snow should be plowed promptly.

S. E. Parker stated that J. E. Boddie had estimated that Eighth Avenue could be opened across to Seventh Avenue for \$3500. Mr. Parker did not believe the paving of Eighth Avenue was essential to relieve the traffic in this way. He thought the time had now arrived when the city might show some progressiveness in carrying out essential public works.

J. J. Little felt the whole thing was entirely an engineering problem. Surveys should be made and estimates of cost obtained so that here might be an intelligent basis on which to deal with the subject.

Col. J. W. Nicholls thought the alternative route should be concentrated upon. If Jack Boddie said the work could be done for \$3500, he was confident that it could be.

Frank Skinner inquired what was being done about opening up the end of Fifth Avenue to Hays Creek Bridge by way of Hays Cove Circle.

OLD - FASHIONED CHRISTMAS
LONDON, Dec. 2:—Beef instead of poultry, home-grown apples instead of oranges and English beer and cider instead of foreign wines, will feature the average Christmas family dinner in Britain this year.

TINY CAMELS

Kangaroo rats of the American southwest can live for months without water.

In 1921 he took over command of SS Prince George.

At Birkenhead

During construction of the former Canadian National liners, SS Prince David, Prince Henry and Prince Robert, Captain Nedden was in Birkenhead for the line in a supervisory capacity, and subsequently brought two of the vessels to this coast.

He became commodore of the Canadian National Steamships (Pacific) fleet in 1932, succeeding the late Capt. Dan Donald. Captain Nedden was in command of SS Prince Henry for the short time she served in the Vancouver-Victoria-Seattle service and later was in charge of SS Prince Robert in the Alaska summer service, reverting to SS Prince George during winter months. When the Prince Robert was commissioned by the navy, he returned permanently to his favorite ship, SS Prince George, which he now leaves.

The veteran skipper, hale and hearty at retirement age, plans to continue residence in Vancouver.

Whifflets
From The Waterfront

Union steamer Catala, Capt. Ernest Sheppard, is due back in port at 7:30 this evening from Stewart and other northern points and will sail at 8 p.m. for Vancouver and waypoints.

GOODS STAY NEAR HOME

LONDON, Dec. 2:—Under a government order issued by Transport Minister Lord Leathers to economize on railway transport, for instance, cocoa made in one English area will not be available in areas where another company manufactures the same product.

SHE KEPT LATE HOURS

CAPETOWN, Dec. 2:—On the grounds that his wife kept late hours and lived with "her man" an airman, a sapper in the engineers on active service was granted a divorce and the custody of their child.

TRANSPORT RESTRICTIONS

LONDON, Dec. 2:—Food, drink, tobacco, fuel and clothing "among favorite brands of a wide range of products affected" by new government orders to economize transport between British areas.

DRAMA IN
PICTURE

"So Ends Our Night," With Fredric March And Margaret Sullivan, At Capitol Theatre

Based on the famous novel "Flotsam," by Erich Maria Remarque, the much-discussed moving picture "So Ends Our Night" comes to the screen of the Capitol Theatre here on Wednesday and Thursday of this week. It co-stars Fredric March, Margaret Sullivan and Frances Dee with a supporting cast including Glen Ford, Anna Sten, Erich von Stroheim, Roman Bohnen, Leonid Kinskey and Lloyd Rice.

The action is concerned with a moving and poignant love story between Miss Sullivan and Ford. The story is unfolded in several European capitals and told through the eyes of political refugees who shuttle across the continent in order to escape oppression. After many vicissitudes and dramatic incidents, the couple are finally able to marry and build a new life together under happy auspices.

One of the features of the production is a carnival set depicting the famous Prater or "Coney Island" of Vienna.

There is an outstanding musical score in this picture.

STARTS
WEDNESDAY
FOR 2 DAYS

NOTE:
Due to length of this feature continuous shows start at 12 noon on Wednesday and Thursday.

Erich Maria Remarque, who wrote "All Quiet on the Western Front," creates this great and glowing drama of undaunted hearts... a drama of high adventure... gay and gallant laughter... triumphant love



David L. Loew - Albert Lewin present

SO ENDS
OUR NIGHT

FREDRIC MARCH - MARGARET SULLIVAN - FRANCES DEE
GLENN FORD - ANNA STEN - ERICH VON STROHEIM

12 noon, 2:25, 4:45, 7:12, 9:35

—Added—
World News and Novelty

Ends Today
Complete Shows at
1:00, 3:00, 5:00, 7:00, 9:00
"TOBACCO ROAD"
at 1:36, 3:36, 5:36, 7:36, 9:36

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50 NEW COATS

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