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APRICOTS

Delicious in appearance, in flavor, in usefulness—selected for quality and packed in the ROYAL CITY kitchens. Use as a dessert or in any of your recipes calling for fruit.

THE DAILY NEWS.
PRINCE RUPERT - BRITISH COLUMBIA

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H. F. PULLEN - - - Managing-Editor

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EDITORIAL

What Is A Victory Bond? . . .

You know what a Bank of Canada one dollar bill is. A Victory Bond is similar in many respects. The security behind both of them is the Dominion of Canada.

It is the same security that is behind our bank deposits because, when you withdraw money from the bank, you are paid in Bank of Canada bills.

But—your Bank of Canada bill has inscribed on it "Bank of Canada will pay to Bearer ON DEMAND \$1.00."

Your \$100 Victory Bond has inscribed on it "The Government of the Dominion of Canada will pay to the Bearer hereof the sum of \$100 on the 15th day of June, 1951, and will pay interest thereon at the rate of 3% from the 15th day of June 1941 until date of Maturity."

In other words a Victory Bond is earning interest for you at 3% as long as you own it. If it were a \$100 bill, it would not draw a cent of interest, no matter how long you held it.

The bond itself is about nine times the size of a \$1 bill. Attached to it are small coupons about one-fifth the size of a bill. These are clipped off and cashed at any bank every six months as they become due. If you have ordered a registered bond the government sends you a cheque from Ottawa each six months for the interest.

An unregistered bond is called a "Bearer" Bond, because it is payable to anyone holding it and ownership can be transferred by simply handing it to someone else, just like handing a bank bill to someone in payment of an account.

You can order a "Bearer" Bond, or in larger amounts a Registered Bond.

Bonds are issued in denominations of \$1000, \$500, \$100 and to give everyone a chance, as low as \$50.

Even if \$50 is out of reach of your immediate means you can make a first payment of \$5 and pay the balance over a period of five months. There is no extra charge for this delayed payment. Victory Bonds are as secure as money in the bank. They can be turned into cash immediately by selling them in the open market.

There is no better investment in the world for the people of Canada than a Dominion of Canada Victory Bond.

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and
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Agents for Penman's Hosiery
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FAMILY SHOE STORE LTD.
The Home of Good Shoes

BENTINCK, SEVERAL MILES OFF COURSE. IMPROPERLY EQUIPPED

(Continued from Page One)

across a plane flew over. Shortly after McRae passed out. Soon John Barker died and Peter Lorenzen also passed out when they were near the shore.

A homesteader took the four survivors to his place.

For lifesaving equipment there was a skiff, two lifebuoys, two good big life jackets and two smaller ones which were not so good. McRae had a life jacket as did Richards. Lorenzen had both a life jacket and a lifebuoy. Morgan had a life buoy. The captain, mate and engineer had nothing. The captain, Notation and Morgan all could swim.

When asked if the skiff could not have been saved Notation said that he came on deck shortly after its launching and he could hardly see it. In his opinion it was hopeless to think of recovering it. The size of the raft was roughly six feet across and 12 feet long. It

FOOTBALL

TONIGHT 6:45 P.M.

R.M.E.'s vs. INDEPENDENTS

would carry two but not seven. The waves were washing over it.

When Barker showed signs of exhaustion, he was put on the raft and Morgan worked on him.

However he died of exposure and a wave washed him off the raft.

Notation said that he would rather take chances of getting ashore without lifesavers but they would not be a hindrance for a man well on in years.

The engineer said that they had contacted Morgan Lumber Co. at 11:30 a.m.

Robert Morgan

Robert Morgan was employed by the Armour Salvage Co. as cook on the Bentinck. On June 1 he got up at 5 a.m. to make breakfast for the crew. Then he went to the wheelhouse to relieve the mate so the crew could eat breakfast together. The course was set due southwest and kept to it.

At 6:20 a.m. the captain took the wheel from him. Then the cook made breakfast for the three passengers. Then he went below and laid down. He said that he saw land before he went below. He felt the ship hit a rock and then another. He went to the wheelhouse to look at the chart but did not know where they were so went below again. He felt the ship coming hard about to the starboard side. One hour later they hit again. It woke him up and he went on deck. They were on a reef. Visibility was good—the shore could be

seen about three miles distant. The ship listed and took in water which they could not get out again. The pump would not operate.

Witness noticed that McRae was getting nervous so he told him that they would get out of it alright. Morgan noticed that McRae and Lorenzen were writing in notebooks. One was black. The captain asked Morgan to help him launch the skiff (about 11 feet long). The ship listed so badly that he could not hang on and, when the skiff went over the side, the painter came out of the captain's hands and the wind took the dinghy away. No man could swim fast enough to catch the skiff. The wind was rising. The captain tried to catch the skiff with line and lead but that was no good.

Frank McRae asked about lifebelts and Morgan told him there were some around somewhere and to get one. He found two good belts and an old one. There was not any rope to tie it with so Morgan gave him some neckties from the wheelhouse to fix it with. The captain at intervals was calling S.O.S. on the radio. At 1 p.m. the Morgan answered about eight miles away. Next Prince Rupert or Digby wireless station (the wasn't sure which) answered and said help was coming.

Tools aboard in the engineers tool kit were hand-saw, hammer, hatchet and another small hatchet which was almost useless.

The size of the raft was about 12 feet long and four feet wide Morgan said. They got on the raft at approximately 2:30 p.m. Notation and the captain were on each side of the raft. Lorenzen and Morgan were in the middle on each side. Richards was behind Morgan. On the end was McRae and Barker. McRae had a lifebelt, Lorenzen had a lifebelt and a lifebuoy. Richards also had a lifebelt.

Morgan said that the plane came from the south at about an elevation of 500 feet. Since the weather was foggy the pilot did not see

(Continued on Page Three)



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This advertisement is not published or displayed by the Liquor Control Board, or by the Government of British Columbia.

SAVOY HOTEL

Carl Zarelli, Prop.
Phone 37 P.O. Box 544
FRASER STREET
Prince Rupert

Suggestions

You want to gain the Victory—so buy Victory Loan Bonds if you can. You still can save for it by dealing at the

VARIETY STORE
"Where Your Dimes Are Little Dollars"
330 West 3rd Ave.
Phone Red 120 P.O. Box 757

CLASSIFIED

FOR SALE

FOR SALE—Piano. Phone Red 433. (138)

FOR SALE—Blue Tip mechanic's tools, 2 cross cut saws, 3 Remington typewriters, studio couches, chesterfields, unpainted chests and drawers, beds, springs and mattresses at very low prices. Phone Black 324, B. C. Clothiers.

FOR SALE—7 tube cabinet radio. Newly checked. \$24.50. Phone Blue 724. (137)

FOR SALE—One 20 h.p. marine gas engine, medium duty, 24 inch propeller, 3 blades heavy duty, propeller shaft and stuffing box's bronze, with clutch. Everything complete to set in boat. Made by Gray Motor Co. In good running condition. Price \$150.00. Apply to J. R. Stahyer, South Hazelton.

WANTED

WANTED—Neat, efficient girl to do light housework. Must be able to cook. Phone Red 923. (138)

SCHOOLS & COLLEGES

MRS. N. B. HILL'S night classes in shorthand, typewriting and high speed typewriting will commence July 1. For full particulars phone Red 923. (138)

FOUND

FOUND—Child's red purse with sum of money. Owner can have same by calling at the Daily News and paying for this advertisement. (14)

LOST

LOST—Small leather wallet. Name Wm. Morrell inside. Finder please return to Royal Canadian Engineers, Steele Block. (137)

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