THE DAILY NEWS

PRINCE RUPERT, BRITISH COLUMBIA

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DAILY EDITION



EDITORIAL

Will You Aid Russia? . . .

If the Russians had not stood up against the Nazis there and especially of Mr. Good, where would we be?

If the Soviet people had not the strength of character, the stamina and morale to bear up against hardships, the being a resident of Deer Lodge, the relentless determination and abilities that they do have, years myself, I know he's in good and field as well as curling compe- Saskatchewan Huskies. Elmer Mcwhere would we be?

Russian youths who are getting killed and wounded the prettiest part of Winnipeg. are saving Canadian youths. Russian women, children, aged that are becoming homeless refugees are saving You know who I mean, these Y. M. Canadians from such a fate.

Consider what would be our plight if Canada were in us good-bye is Carl Clay, the hut Russia's place—if Canada had been overrun by the manager. He has gone south to vicious, plundering enemy.

If the Nazis or Japs came over here and took our best ment programs. We have enjoyed wheatlands, our coal mines, our power plants, how much help would we need?

How much change of clothing would our working people have if the remnants of our factories made weap- nothing for the boys these days I ons only, as they would have to do, to drive the enemy have been more or less sacrificed from our soil?

How much household goods would our families have good points - it passes the time, it if the Nazis or Japs bombed and burned our chief cities, whittles the brains and it makes our stores and our countryside?

How far would our medical supplies and hospital ponents have been Cpl. Jackie Regequipment go if there was a sudden piling up of wounded, Doug Ramsay, Frank Ryan and frost-bitten, burned and emaciated people?

If Winnipeg were Stalingrad, if Montreal were Len- whom my partner, Capt. Smythe ingrad, if Ottawa were Moscow, if Prince Rupert were Kiev, if, if, if!

Look at it this way and the imagination becomes stag-, imes. gered by the immensity of the Russian people's supply problems. For Russia's population is 20 times the size

of Canada's The Canadian Aid to Russia Fund wants to raise \$1,000,000 by the end of January with which the ship relief supplies for civilians in Russia. At the top of that list are: warm underwear and clothing; boots; blankets

and medical supplies. These things are needed in vast quantities. The wounded in Russia are piling up. The refugees are increasing as the Nazis in their fury burn more and more homes and destroy family possessions.

A million dollars for supplies to Russia is not enough when measured by their great deeds and mountainous losses. The hope is that more will be subscribed by Canadians.

But at least this much help should be given to those who are dying and suffering in our stead. Their great drive on the Nazi armies is hewing a pathway toward early victory. An early victory will save many sons for Canadian mothers.

A donation to the Aid to Russia Fund is an investment in victory. It is a way to save Canadian lives. It is a way of letting the hard-pressed Russian people know that we are with them in the fight against a common foe. It is a way of building a firm bridge toward international

amity. Don't delay this message of sympathy! The quicker contributions come in, the quicker will relief supplies be dispatched to Russia.

The ships are available. The goods are available. Money is needed.

Give the money, NOW, to your local committee! Support the Canadian Aid to Russia Fund!

BRITISH GARDENING FOR OVERSEAS British vegetable production for More than 200,000,000 pounds of 1942 is estimated at 4,500,000 tons American peanut butter have been compared with 3,000,000 tons in purchased for lease-lend shipment

In Australian railroad parlance a . Australian passenger trains have safety zone is called a "pedestrian no steam heat. Passengers carry refuge." auto robes in cold weather.

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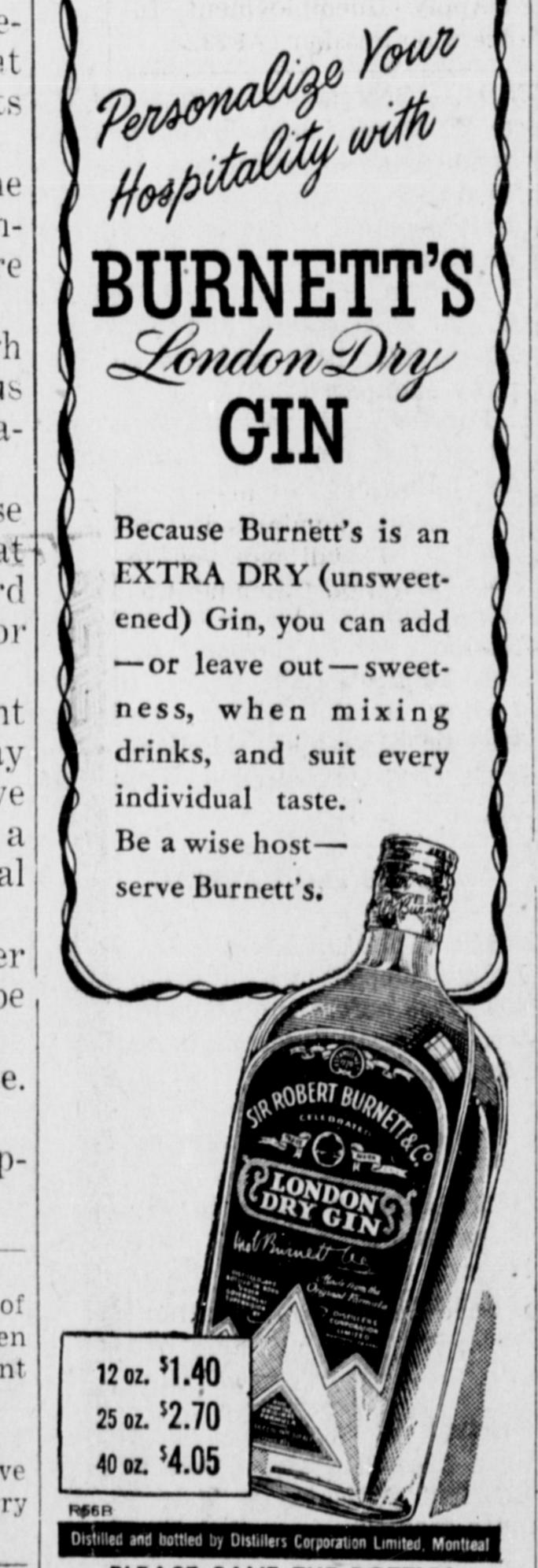
By DOROTHY GARBUTT The Hostess

Skippy has returned. Mrs. Deileen him wandering around and, thinking he was lost, had taken im in. Thanks a lot Mrs, Deildal!

Yesterday morning I had a letter from an old friend of ours, Mr. Gibb. He used to work in a civilian apacity at the Ordnance and, beng himself an old soldier, he used o come up to the 'Y' to write the odd letter and to rest. His health Tuesday, January 19, 1943 went back on him recently and he was sent down to Shaughnessy Military Hospital and from there to in Winnipeg. As he had to await some formality before admittance he was put up at the Y. M. C. A. in Winnipeg. He is very loud in his Merchant Marine. praises of the kindness he received the Y. M. C. A. supervisor in charge. We wish Mr. Gibb well and suburb, not the hospital, for severa hands and also, in my opinion in Good Luck, Mr. Gibb.

> C. A. supervisors. The latest to bid oin Cliff Leslie at Nanaimo where he will work mainly on entertainhis concerts here and wish him well in his new work. We have loved you Carl, after our fashion.

With no shows, no dances, no on the altar of cribbage. As a means of amusement it has many for friendship. My most recent opular, Art Spencer, Johnny Puddy, Major Close and Capt. Kilpatrick and I, skunked very thoroughly. All he others mentioned managed to kunk me not once but several



PLEASE SAVE THE BOTTLE! Canada needs glass! Save all bottles. Your Salvage Committee vill collect.

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KING'S COACHMAN RETIRES

LONDON, Jan. 19 (P)—The King's head coachman, Frederick Mould, 64, custodian of the famous Windsor "greys" has retired on pension after 38 years in the royal service.

of Cape Breton's New Aberdeen fighting MacLellans are in the Can- League and later went to college adian services, doing their bit in the war against the enemy on land ber of the North family to enter and on the seas. They are the sons the services. Darrell is in the Navy of Hughie MacLellan, a coal miner, while Jack is a pilot officer in the dal phoned to say that she had and Mrs. MacLellan. The MacLel- R.C.A.F. lans were fighters even before the war started. Three of the six are well-known boxers and one, Gussie, is a former featherweight titleholder. He's in the army now, stationed at Aldershot, where he is a boxing instructor in his unit. Another of the brothers, Daniel, year by Trenton R.C.A.F. Flyers. known also as "Dit," is a boxing instructor in an ordnance corps unit in Britain while Gerard, the youngest, recently took part in an army card overseas where he is serving with the tank corps. Other Macthe Deer Lodge Military Hospital Lellan brothers serving Canada are James in the Dental Corps and league games this year. Archie with the Royal Canadian Engineers. Alex is serving with the

> member of the great Winnipeg Flyers, and Bill Taylor, six-foot-Toilers basketball team, and also prominently identified with track tition out west, has arrived over- Leod, guard, played last season with

registrar of the Alberta Amateur Hockey Association, has enlisted in the United States Army. He played Six brothers, members of the clan hockey at one time with the Calgary-Olds Elks in the Alberta in California. He is the third mem-

> Aylmer Service Flying Training School Gremlins, setting a fast pace in the St. Thomas district air school basketball league, are one of the favorites for the Ontario senior basketball title won last

> Last season the Gremlins captured the Western Ontario championship by defeating Brantford S. F. T. S. and ended the season with a record of 12 victories and two defeats. They won their first three

Among their stars are Frank Wansbrough, former Assumption College performer from Windsor, Lieut. Hugh Penwarden, a former Ontario, last year with the Trenton six centre from the University of

London "Y" Aces, Canadian Inter- Wiseman, co-coach of the W mediate champions. Another out-Alumni five last season and standing guard is Malcolm (Red) mer member of Windsor E

Out Stock of Working Boots is second to none. Sizes from 6 to 12. Arch-King, Valentine, Greb, Tilsonburg and Sterling makes. Guaranteed solid throughout

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FAMILY SHOE STORE LTD.

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(EFFECTIVE AREAS B AND C FEB. 1, 1943)

I, the undersigned. Premier of the Province of British Columbia, pursuant to authority granted to me by the Minister of Pensions and National Health under Article 35 of the Defence of Canada Regulations, do hereby amend the lighting and black-out orders made by me on the 24th day of April, 1942, by adding the following as Orders 25 to 38:

25. AREAS-There are established for the purposes of these orders three areas known as Area A, Area B, and Area G, and described in the Schedule.

26. APPLICATION—Orders 25 to 37 inclusive are applicable only during the period from one-half hour after sunset until one-half hour before sunrise.

27. SEAWARD LIGHTS-Every occupant of a building, yard, or other premises in Area A or Area B shall prevent any light in or about his premises from casting any light, glare or reflexion that is visible from any navigable waters.

28. INDUSTRIES-In the case of buildings, yards and premises in Area A or Area B used for construction or manufacturing purposes, if compliance with Order 27 is impracticable the operator of the industry shall shield and control every light in respect of which compliance is impracticable, so as to diminish to the greatest possible extent the passage of light rays towards the sea. In respect of other lights he shall comply with Order 27.

29. STREET LIGHTS AND TRAFFIC SIGNS-Every municipal or other public authority in Area A or Area B shall shield and control every street light and lighted traffic sign or signal so as to prevent any light from being visible from navigable waters.

30. HIGHWAY TRAFFIC-No person shall drive a motorvehicle upon a highway or open place in Area A or Area B unless he complies with the provisions made for motor-vehicles during and Precautionary Black-out period (with the exception of the provisions relating to tail-lights, stop-lights and licence plate lights), which provisions are set forth in detail in the Regulations relating to Lights that may be displayed on any Motor-Vehicle or trailer during any Precautionary Black-out Period. No person in Area A or Area B shall drive at a speed of more than fifteen miles per hour.

31. BICYCLES—No person shall operate any bicycle in Area A or Area B unless such bicycle is equipped with a lighted front lamp that is completely blacked out with the exception of a horizontal slit one and one-half inches in length and one-quarter inch in width, located in the centre of the front glass on the lamp, and unless the light rays are directed downwards.

32. FLASHLIGHTS-If, in Area A or Area B, any local condition renders the use of a flashlight out of doors imperative, a flashlight may be used; but no person shall make use of a flashlight out of doors unless he has first satisfied himself that he can not dispense with its use, and unless the flashlight has been dimmed by at least one thickness of newspaper print or material having the same effect, and he shall at all times direct the light downwards.

33. PARKING-No person shall have any motor-vehicle parked or standing stationary in Area A or Area B unless the headlights are extinguished.

34. SKYWARD LIGHTS-Subject to Order 35, no person shall, whether in Area A, Area B or Area C, create any light from which there is direct passage of light rays towards the sky, without first shielding and controlling the light source so that no direct rays from the light source are emitted above the horizontal. This Order is applicable to street traffic and industrial lights as well as all other lights from which direct rays are emitted upwards; but does not apply to motor-vehicles.

35 EXCEPTION TO ORDER 34-If the conditions of any industry or public service render compliance with Order 34 impracticable the operator of the industry or public service shall take such measures as are within his power to

minimize the passage of light rays upwards. 36. PEDESTRIANS-No person in any municipality in Area A or Area B shall, where the streets are laid out in blocks, cross a street except at an intersection. Every pedestrian shall, to the utmost of his ability, avoid the use of that part of any road used by motor-vehicles.

37. POWER TO ISSUE SPECIAL ORDERS-If the Chairman, Provincial Civilian Protection Committee, or any person to whom he delegates specific authority, is not satisfied with the measures taken by any person or class or group of persons, he, or the person to whom he has delegated specific authority, may issue an order to that person or class or group of persons, specifying the measures to be taken by him or

them, and appointing the time, within which they are to be taken; and, if any person fails to comply with the order, he shall be guilty of an offence against these orders.

38. COMMENCEMENT-These Orders shall come into force, in respect of Area A, twelve o'clock midday on the 18th day of November, 1942, and in respect of Areas B and C on the respective days to be fixed by the Chairman, Provincial Civilian Protection Committee in respect of each of said

DATED at Victoria, B.C., this 13th day of November, 1942.

(Signed) JOHN HART,

Premier of British Columbia.

REGULATIONS relating to Lights that may be displayed on any Motor-Vehicle or Trailer during any Precautionary Black-out Period within the Province of British Columbia. BY VIRTUE of an amendment to the above Regulations the provisions now in force in regard to headlights read as follows and are applicable both during a dim-out and a precautionary black-out:

5. All headlights of motor-vehicles operated during any Precautionary Black-out must be completely blacked cut, with the exception of a horizontal slit three inches in length and one-quarter of an inch in width. The horizontal slit shall be so located that the top of such slit shall be one inch below the centre of the headlight lens, and where a motor-vehicle is equipped with a multiple beam the lower or passing beam only shall be used.

SCHEDULE AREA A

That portion of British Columbia which lies southerly of

· the following described line: Commencing at Cordova Bay where Walema Avenue ends at the shore-line; thence westerly along Walema Avenue to

Cordova Bay Road; thence in a straight line to the junction of West and East Saanich Roads at Royal Oak; thence in a straight line to the intersection of Hastings Street and Granville Road; thence in a straight line to the northerly end of Thetis Lake; thence in a straight line to the Victoria City Water supply pipe line, near the junction of Humpback Reservoir Road and Sooke Road; then along said pipe line to Charters River; thence in a straight line to Jordan River at mouth of Rough Creek; thence to a straight line to San Simon Point, Juan de Fuca Strait.

AREA B

That portion of British Columbia which lies westerly of the following described line:

Commencing at the mouth of Rough Creek; thence northwesterly in a straight line to Pachena Lake (near Bamfield); thence northerly in a straight line to Sarita Lake; thence in a straight line to the mouth of Nahmint River (Alberni Inlet); thence in a straight line to the head of Muchalat Inlet; thence in a straight line to Sayward, all the aforementioned being on Vancouver Island; thence in a straight line to Port Neville; thence in a straight line to the settlement Rivers Inlet; thence in a straight line to Ocean Falls; thence in a straight line to Telegraph Point on the right bank of Skeena River; thence in a straight line to Mill Bay; ; thence in a straight line to Anyox; thence in a straight line to the village of Stewart and

continuing to the International Boundary. All places and settlements herein above mentioned together with any others through which the above described lines pass are declared to lie within Area A and Area B.

All that portion of the Province of British Columbia (except Area A and Area B) lying to the West of the "Cascade Mountains" as defined in the "Interpretation Act" of British Columbia, together with the villages of Hope and Terrace.

Under authority granted to me by the Hon. John Hart, Premier of the Province of British Columbia, and Chairman, Provincial Civilian Protection Committee, under date of December 22, 1942, Dim-out Orders contained in Paragraphs 25 to 37 inclusive, above, will be effective as from February 1, 1943, in Areas "B" and "C."

(Signed)

W. C. MAINWARING,

Chairman, Advisory Council, Provincial Civilian Protection Committee.