Urges Canadian n to Foster Latin-

TAL P-A true sense anization we have grwick F. Chipman, men's Canadian Club

of the four South untries-Argentina, We and Peru--where rade missions have blished. Mr. Chipman here has been a warmth me and understanding nada that is deeply gratithose who represent her opp Canadian visitors." result of the war, there ense difficulties in the trade, transportation and However, there is a great "send back on their miss soon as we can do so. three ambassadors of

wld do much for interna

on this hemisphere, nor-



SAILORS IN ANDES—Eleven thousand feet up in the Andes a party from the cruiser Uganda encountered a herd of llamas, strange camel-like creatures which are native to Peru. The haughty animal had to be restrained by his owner to have his picture taken.

EV ACUATE BOATS 2000 YEARS OLD

TITIL. Fng. (P-Plank boats. 2,000 years old, imbedded in the iman. "We cannot begin | mud of the Humber River when Julius Caeser landed in Britain, mains and the other is some 37 diplomatic are being excavated under the feet long. Scientists said the distender care of scientists. Efforts covery was of "great importboats in a solid block of clay and water transport."

haul them to dry ground on a boats were paddled.

About 30 feet of one boat rethat more and more must are being made to dig out the ance in the history of European

LONDON (P-London theatres hurst steel sled. The planks are fast- have decided to cancel their adened with yew withies counter- vertising in underground stasunk to avoid wear. Possibly the tions unless the London Passenger Transport Board lowers its quist. space rates, now 150 per cent above pre-war.

> COAL-BURNING AUTO? It takes 4.500 pounds of coal to make a new automobile.

Marine History (continued from page 1)

tween Vancouver and the Alaska | BEATTYVILLE, Ky. (P)-It was

gladly extended to Alaska. The busy with the milking. Ketchikan people, who inspected the Camosun with admiratory interest during the stay of the vessel in nort, agreed that the tangible token of the pledge.

Prince Rupert in the early hours of the morning and will be back there late tonight on the south-Vancouver.

Waiting for the tide in Seymour Narrows and handling of freight at Ocean Falls caused the ert. Camosun's delay.

Officers of the Camosun are: Master, Capt. E. M. Sheppard. Chief Officer, J. E. Summer-

Second Officer, R. J. Ashmore. Third Officer, G. W. White-

Chief Engineer, F. Matheson. Second Engineer, J. Fisher. Third Engineer, G. E. Gran-

Purser, A. W. Robinson. Assistant Purser, G. R. Greig Freight Clerk. D. W. Busby. Wireless Operator, A. V. Simp-

Chief Stewart, H. Keen.

Cow's Taste Expensive, Her Owner Complains

Panhadle, this is the first time give and take for Mrs. Mary it has essaved a regular service Dunigan's cow. The cow was into the territory of Alaska itself. giving her milk, while it was G. A. Rushton, traffic mana- taking \$130 in currency she had ger of Union Steamships Ltd. in a tobacco sack-and chewing who welcomed leading citizens of it. So explained Mrs. Dunigan Keichikan aboard the new ship, in an affidavit when she brought promised them that the same a well-masticated batch of bills high standard of courteous and to a Beattyville bank to have it considerate service which has exchanged for more usable been a by-word as far as his notes. Mrs. Dunigan said the company is concerned along the cow snitched the money bag British Columbia coast would be from her nocket while she was

Second Stewart, J. Gerrard. Stewardess, Miss Ida O'Neill. Representing the Union Steamship Co. on the Camosun's maid-The Camosun passed through en voyage were R. G. Rushton, traffic manager, and R. M. Logan, superintendent engineer.

Newspapermen on board inbound wovage to Ocean Falls and clude Ross Cunningham of the Seattle Times. G. A. Hunter of the Prince Rupert Daily News joined the party at Prince Rup-



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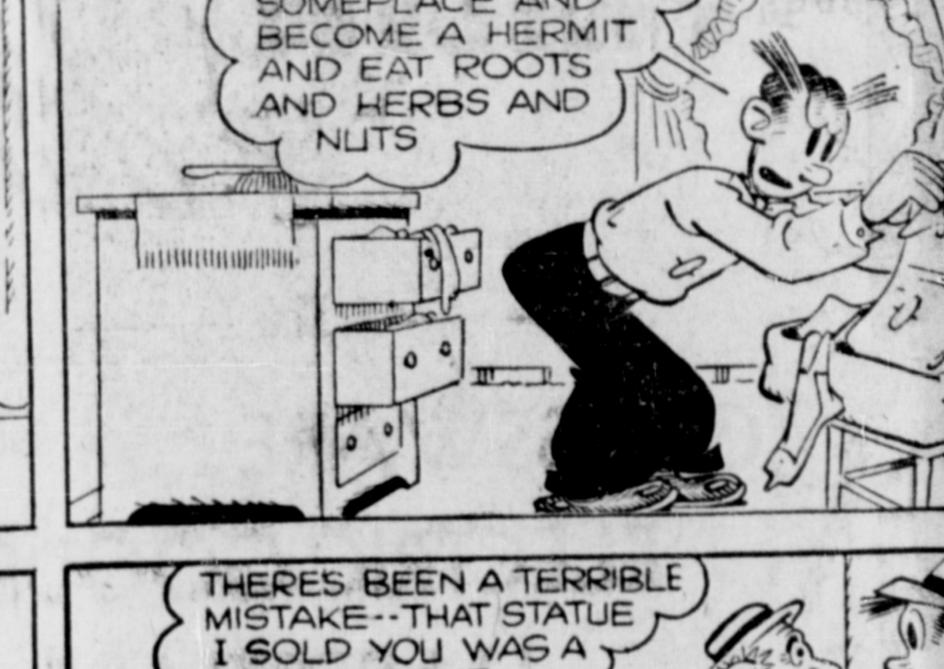












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