Los Angeles Party Here

Prince George Completely Taken Up by California Business Men and Friends

Led by Charles P. Bayer, assistant to the president of the Los Angeles Chamber of Commerce, which has chartered the vessel for its special goodwill tour to Alaska, entire space of the new steamer Prince George. here today on her maiden voyage, is taken up by members of that important organization of the California metropolis and their friends.

Here is the complete list of the Los Angeles party: O. Henry Anchutz, owner, Alhambra Typewriter Shop.

Mrs. Edith Arnold. William L. Aubitz.

Mrs. William L. Aubitz. F. L. Barney, Industrial Division, The Republic Supply Company of California. Mrs. F. L. Barney.

Miss Betty Barry, Housing Director Woodbury College. Edward R. Bartlett.

Mrs. Edward R. Bartlett. A. A. Baumgartner, president, Omaha Towel Supply Company. Charles P. Bayer, assistant to the president, Los Angeles Chamber of Commerce. Mrs. Charles P. Bayer.

Max Bensel. S. A. Bengel, Excavating contractor.

Mrs. S. A. Bengel. Miss Margaret Boyle. Mrs, Marie Braybrooks. Mrs. Edna D. Brines. Mrs. Barbara Brodek. Mrs. Dave Brodek. Mrs. Duke Burgess Sr. Lysle P. Burgess. Mrs. Lysle P. Burgess. Walter H. Butler, president, F. W. Reynolds Company. Mrs. Walter H. Butler Harry T. Casserly.

Mrs. Harry T. Casserly. Clark C. Chapman. Mrs. Clark C. Chapman. E. A. Christy, realtor. Mrs. E. A. Christy. M. L. Clark. Mrs. M. L. Clark. John L. Coppedge. Mrs. John L. Coppedge. W. A. Corder, president, L. A. Rubber & Asbestos Works.

W. W. Crane. William Cummings, secretarytreasurer, National Tank Manufacturing Company.

Mrs. W. A. Corder.

Mrs. William Cummings. Ray M. Dewey, Dewey Products & Service Company. Mrs. Ray M. Dewey. Mrs. Flora J. Dilfer.

Miss Gladys Disher. Charles E. Donivan. Mrs. Charles E. Donivan. Francis M. Dunlap, Boething

& Dunlap. J. M. Eaton, investment broker. Mrs. J. M. Eaton.

*** Mrs. Lucy L. Edmunds, real estate broker. C. C. Eichenhofer, manager,

Atlas Auto Works. Mrs. C. C. Eichenhofer.

Honorable Thomas M. Erwin, Member of the California State Legislature. (chairman, Fish and A. A. Lamorueux. Game Committee of the California State Assembly).

Mrs. Thomas M. Erwin. Miss Evelyn Fischer. Miss Dora Foley. Mrs. Algerita Terry Franklin. Mrs. Jean Frey.

H. F. Friedrichs, general agent, Fraternal Life Insurance Company.

Mrs. H. F. Friedrichs. James Fulcher. Mrs. James Fulcher. E. H. Gilbert, accountant. Mrs. E. H. Gilbert. Miss Kathleen Gowan. I. H. Grancell, manufacturer

of compounds. Mrs. I. H. Grancell. Mrs. Roy M. Hagen. Charles W. Harman. Mrs. Gerald J. Harman. E. R. Harman, .. architect,

builder.. W. E. Harman. Dr. P. F. Haskell. Mrs. P. F. Haskell. W. L. Henning. Mrs. W. L. Henning. Miss Irene Herritt

A. G. Hesse, sales manager, Pacific Coast Borax Company. T. J. Hickey, president, Hickey Pipe & Supply Company.

Mrs. T. J. Hickey. Walter W. Lawrence, assistant manager, General Printing Ink.

H. T. Hoag. Mrs. H. T. Hoag. Miss Darrel Houck Mrs. I. N. Huffman. Mrs. Frank Ico. Mrs. Louis Owen Johnson.

Loring R. Jones, Industrial Hardware. Mrs. Loring R. Jones.

Miss M. E. Joos.



LESLIE V. WILSON Chief Engineer

Born in Nanaimo, February 15, 1901, Leslie V. Wilson, chief engineer, TSS. "Prince George," Canadian National Steamships, Pacific Coast service, joined the Canadian Government Merchant Marine in Vancouver, on January 8, 1925, as fourth engineer on the "Canadian Trooper." He served some time with that company, on various ships, including the

"Canadian Prospector," "Canadian Coaster," "Canadian Sapper" and "Canadian Rover," becoming third engineer on the latter, on April 12, 1929.

Mr. Wilson went to England on November 28, 1929, to Birkenhead, in connection with the then new SS. "Prince Robert." under construction for the Canadian National, Pacific Coast, Steamships, as junior engineer, and on completion of the vessel, returned to the Pacific Coast in her. On October 26, 1931, Mr. Wilson joined the SS. "Prince Rupert" as junior engineer and later was on the "Prince Robert's" sister ship, SS. "Prince Henry," in Alaska cruise service, as junior engineer, following which he alternated as third and fourth engineer on the C.N.S.S. "Prince Rupert," the former "Prince George" and again on the "Prince Robert." He became second engineer, SS. "Prince Rupert" on July 13, 1939. In May, 1944, he was promoted to chief engineer, on the former "Prince George," then worked for awhile in the same capacity on SS. "Prince Rupert." In December, 1945, he worked as second and chief engineer on SS. "Canora" of the C.N.R. Barge & Ferry Service, between B. C. Mainland and Vancouver Island ports. He then

In September, 1947, Mr. Wilson was appointed resident inspecting engineer on the new Prince George, standing by during construction and completion at Yarrows yard, Esquimalt, which position he held until his appointment as chief engineer.

returned to SS. "Prince Rup-

ert" as second engineer.

H. M. Jordan, citrus grower. Mrs. H. M. Jordan. Miss Ruth Kelly. Mrs. Myrtle Kolar.

Norman G. Larson, partner, Pacific Aircraft Sales Company.

Mrs. Norman G. Larson. Leoi Laventhal, owner, Holly-Vogue Hat Company. Mrs. Leo Laventhal.

Mrs. Walter W. Lawrence. Mrs. Lulu B. Leininger. Hoyt M. Leisure, The Hoyt M.

Leisure Agency, Occidental Life Insurance Company. Mrs. Hoyt M. Leisure. John Leisure.

Mrs. E. C. Le Munyon. Mrs. Florence M. Lewis, gen- passengers and crew. eral manager, Fernando Alfalfa Milling Company. Ben H. Lingle.

Mrs. Ben H. Lingle. T. R. Lingle, Brothers, Coffee Company. Mrs. T. R. Lingle. Mrs. R. E. Lochridge.

E. A. Lockett, president, E. A. Lockett & Sons. Mrs. E. A. Lockett. Albert T. Luer, president, Luer

Packing Company. Mrs. Albert T. Luer. Miss Barbara Luer. Mrs. Mae L. Lustig. Al Maehl. Mrs. Al Maehl.

J. F. Mahlstedt, manufacturer of orchard heaters and sprayers Mrs. J. F. Mahlstedt. J. T. Maloy. Mrs. J. F. Maloy. J. Glenn Marks.

Mrs. J. Glenn Marks. Mrs. Edith P. H. McCullough. Delbert McGue. Mrs. Delbert McGue.

(Continued on Page Five)

Interesting Facts and Figures of S.S. Prince George, Here Today

Fine New Coastal Liner Modern Product of British Columbia

The new 5,800-ton "Prince George" of the Canadian National Steamships is Canadian in design and construction.

The Prince George is strictly a British Columbia product. It was designed by the Vancouver naval architect, W. D. McLaren, and was built by Yarrows

CAPTAIN E. B. CALDWELL

Master

15, 1895, Captain Ernest B.

Caldwell, master of the Canad-

ian National's new TSS "Prince

George," has had some 34 years

of marine experience, which

began as a seaman in British

Columbia coastal service. He

became a Captain in Decem-

ber, 1943, with the C.N.S.S.,

when he took over command

of the C.N.S.S. "Prince Rupert"

on which he had previously

served for some time as First

Captain Caldwell is well

known in marine circles and

has seen service all over the

world. He joined the Canadian

National Steamships as quar-

termaster of SS. Prince Charles

in January, 1925, became third

officer in May, 1926, and sub-

master's certificate since Feb-

Previous to joining the

ruary, 1935.

chairs.

At the after end of the prom-

enade deck is a smoking room

seating 44 passengers. Panelled

in weathered-style oak, this room

is furnished, club style, with com-

fortable easy chairs. It has card

(Continued on Page Five)

Bor in Vancouver, January

Ltd., in Victoria. Every possible product of British Columbia was used to construct and equip the ship and hundreds of thousands of man hours were given by British Columbia workmen. She is a floating example of what can be built in British Columbia shipyards.

She is the largest passenger ship ever built on Canada's west coast, and her principal specifications are:

Length overall, 350 feet Breadth moulded, 52 feet Maximum draft, 17 feet, 6 in. Speed, 18 knots Gross tonnage, 5,800 tons

Deadweight tonnage, 1,050 tons The new Prince George, built

and equipped at a cost of more than \$3,000,000, is completely modern in all respects, even to her streamlined appearance, accentuated by her single funnel. With all outside passenger rooms, accomodations include deluxe, standard and special staterooms. Spacious lounges and decks, afford all of the facilities and conveniences so popular with sea travelers.

There are seven decks in all; the lower and orlop decks extend forward and aft of the machinery space ; the main, upper, promenade, boat and navigating decks are continuous fore and

Officer. Although primarily intended for the passenger trade, the new ship has a considerable amount of cargo space provided in holds 1 and 2 forward of the machinery space. The No. 1 hold is served by two 5-ton steel derricks, through large hatches. These derricks are arranged in sockets sequently served on various forward of the promenade deck C.N.S.S. vessels as second and with topping lifts off the forefirst officer. He has held his

Provision for the transport of motor cars is a special feature An G'ectrically operated elevator at No. 2 hatch provides for the | Canadian National he was on | movement of automobiles C.G.M.M. vessels plying bethrough the main deck to the tween British Columbia and orlop deck. Cargo space in holds | California. From 1916, to 1920 Nos. 1 and 2 and (apart from he was in England with the the space on the main deck) ag- | Admiralty Transport Service gregates fifty thousand cubic and later on American ships feet. Five thousand cubic feet sailing out of Philadelphia in is provided for refrigerated Atlantic Coast service.

The new Prince George will be capable of handling over 400 long deck . A club room 40' by 25', is tons of general cargo.

located on the orlop deck. Passenger accomodation, spa- Deluxe accomodation is located cious, well lighted, decorated in amidships on the promenade M. Kerr, chief steward. He the modern trend, is arranged deck, with fourteen deluxe state- was born in Glasgow, Scotin the promenade, upper and rooms, panelled in hardwood, land, on May 23, 1902, and main decks. One of the main containing twin beds, dressers, joined the Canadian National attractions of the cabin arrange- tub baths, wardrobe and lug- Steamships' Pacific Coast servment is they are equipped with gage compartments. Also in this ice at Vancouver as a waiter, berths that fold into the wall. By area are two 2-room suites con- early in 1928. Following years day the cabins become sitting taining sleeping room with ad- of service in various positions

The ship carries 322 passen- ished. On the same deck, and company, operating out of gers. Two. hundred and ninety- forward of this accomodation is Vancouver, to Northern B. C. E. C. Le Munyon, president, four first class and 28 passengers the observation room, designed and Alaska, Mr. Kerr was ap-Rocky Mountain Steel Products, are accomodated second class, to seat one hundred passengers. pointed chief steward. He The crew numbers 132 officers It is panelled with mahogany and worked on the "Prince Charand men, making a total of 454 has large observation window les," "Prince John," "Prince

GENEROUS PUBLIC ROOM SPACE

Highlighting the vessel is her generous provision for public room space. Ample windows ensure none of the beauties of a northern cruise are missed while passengers relax.

There are eight public rooms. ward of, and immediately ad- then was employing 1800 work-On the promenade deck is an ob- joining, the smoking room is the ers to build 10,000 ton cargo servation room, size 39' by 43'. ballroom, finished in bright col- vessels and navy vessels for Aft on the same deck are a ors and tastefully lighted. Furni- the war effort. In Prince Rusmoking room and ballroom.

ture here is porch style so that Passengers enter the ship on the entire floor can be quickly the upper deck, into a large cir- cleared for dancing. cular rotunda, some thirty feet | The bulk of the passenger in diameter. Around the circle cabins are found on the uppe: are the purser's office, beauty deck. The walnut-panelled roparlor, barber shop and news- tunda here provides spacious

assembly room for passengers At the after end of the upper embarking, disembarking, and deck, a sitting room, about 30' awaiting service at the facilities by 60', is situated for the con- of this area. Aft of the rotunda venience of promenading passen- are four bachelor staterooms. gers. Aft on the main deck is a each with bath, toilet and wash children's play room. The dining saloon is located on the lower

SOME EQUIPMENT Length overall, 350 feet.

Beam, 52, feet. Depth moulded, 27 feet 6 inches to main deck.

Draft, 17 feet 6 inches. Gross ton nage, 5812 tons.

Displacement loaded, 5022 tons. No. of Passengers: first class, 290; second class 24; portable standees 84; officers 23, crews 109. Total weight of steel plate, 4,200,000 pounds. Number of rivets, 134,000.

Total length of welding, 80,000 feet. Total length of piping, 51/2 miles. Total length of electrict wiring, 160,000 feet. Number of telephones, 187.

Total area of carpets, 21,600 square feet. Total area of linoleum, 7,200 square feet. Total area of curtains, 5,400 square feet. Number of upholstered chairs, 705.

Number of berths, including passenger, crew and officers, 530. Number of showers, 85.

Number of baths, 23. Number of toilets, 134. Number of wash basins, 207.

Total area of hardwood pannelling-joiner wood, 690,000 board feet; hardwood panel, 69,664 board feet; Fir panel, 147,885 board feet. Total capacity of fuel oil, 476 tons.

Total capacity of fresh water, 465 tons.

Total number of gallons of paint used, including varnish and stain ,also paint on outside of ship, including bottom paint-4,200 gallons.

Braroc mastic floor, 36,000 square feet. Air conditioning piping, 7,300 feet.

THE CTEMARNIC S IHE SIEWARD'S DEPARTMENT

Hollow Silverware-4050 Pieces Tea and coffee pots; sugar basins, cream jugs, etc. Silver Cutlery - 7850 pieces.

knives, forks, spoons Glass and stemware - 7068 pieces Chinaware-15672 pieces, cups

saucers, plates ,etc. Carpets-4000 yards

JOHN M. KERR

Chief Steward

the most exacting needs of

passengers who will travel on

the Canadian National's new

TSS "Prince George," is John

staff in Vancouver.

to Prince Rupert, where the

Prince Rupert Drydock & Ship-

yard, owned and operated by

pert he was, at the shipyard,

Commissary storekeeper and

local purchaser. He returned

to the shore steward's office,

Vancouver, on December 1

1944. Mr. Kerr rejoined the

ships, "Prince Rupert" and

chief steward, on January 24,

1945, alternating on each, and

has served as chief steward of

the SS. "Prince Rupert" since

September, 1945, up until re-

cently when he was appointed

chief steward of the new ship.

former "Prince George,"

jacent parlor, attractively furn- on different vessels of the

tables and writing facilities. For- the Canadian National System

Well experienced to cater to

(Food for Each Voyage). Assorted fresh meats, 3 tons Assorted fresh fish, 1 ton Assorted fresh vegetables, 6

Assorted fresh fruit, 3 tons Assorted fresh poultry, 11/2 tons Ham and Bacon, 1/2 ton Bread and Rolls, 1 ton Bed Linen - 16000 pieces Sheets, slips, counterpanes,

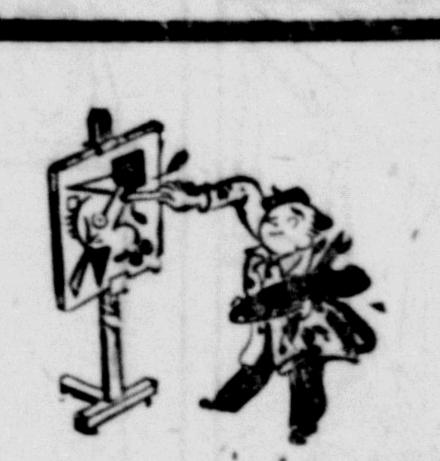
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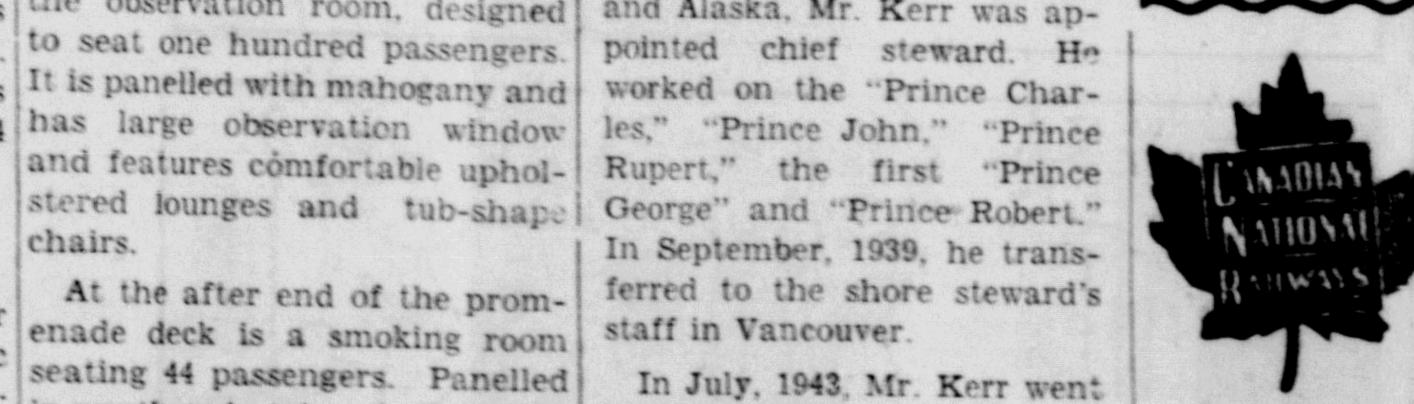


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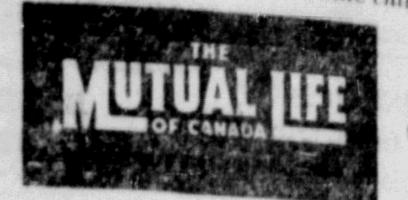
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or \$15 monthly income for each \$1000 of protection. In the eve death before a specified age, this income is paid regularly to his a until this age would have been reached. At the end of that time family receives the full face value of the policy in addition, This plan is particularly valuable before the time children become



REPRESENTATIVES:

Richard Sephton, District Agent, Vancouver, B.C. R. E. Mortimer, Representative, Prince Rupert, B. C. Will Robinson (E. T. Kenney Ltd) Representative, Tem



A. H. (BERT) ROBSON Purser

It is no exaggeration to say that A. H. (Bert) Robson, purser of the new "Prince George," is probably the best known ship's purser in Alaska service of any line. Thousands upon thousands of people from all walks of life, who have cruised on his ships, know him as a "fine fellow." His shipmates share that opinion.

Born in Oxbow, Saskatchewan, December 22, 1892, 'Bert" joined the Grand Trunk Pacific Coast Steamships Company (Canadian National's predecessor) at Vancouver as waiter on SS. Prince Rupert September, 1916. Two months later he became assistant purser, then served in the same capacity on SS. "Prince John" and SS. "Prince Albert." He became purser of "Prince John" in May, 1924 and worked as purser on SS. "Prince Charles." When the SS. "Prince Henry

with her sisters "Prince Rob and "Prince David." started, brand new, in the C.N. S.S. Pacific Coast service, Mr. Robson was appointed purser of the first mentioned vessel. In December, 1931, he trans-

ferred to the "Prince Po a new role, as seniors operator, later serving capacity when the went to the Atlantico enter West Indies crub ice. He returned to Columbia as purser p 29, 1932 ,and worked SS. "Prince Robert," Rupert," and the "Prince George." For the three years he has been on the "Prince Rupert" his appointment to s 'Prince George."

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