

That Smile Tells the Answer!
For a BOYS' GIFT
RUPERT MEN'S AND BOYS' STORE
"The Store for Dad and Lad"

Follow Up Load Line

Chamber of Commerce To Work Towards Having Port Handicap Removed

Prince Rupert Chamber of Commerce, after a long discussion on this perennial problem, decided Monday night to work actively again through the federal Department of External Affairs with a view to obtaining an amendment to the International Load Line convention whereby Prince Rupert may be put on a parity with Vancouver and other down coast points in the matter of cargo quotas and insurance rates by extension of the zone line from the present 50 degrees north latitude to 55 degrees.

J. T. Harvey, reviewing how the matter had been pursued since 1931, explained that northern oceans were divided into two zones—north and south of the 50th parallel during the winter months. He held that the North Pacific was as safe if

not safer than any other ocean. It seemed a question as to how had the matter of amendment, for which the federal authorities had expressed favor, was being pursued. Until a correction was effected, it seemed Prince Rupert could not become a world port. Therefore it was important that the Chamber should continue its representations.

Dr. L. M. Greene told of having taken up the matter in London three years ago. The governments of the Canadian National Railways knew the score but it was important the insurance companies should be convinced. The next international convention is scheduled for 1953 but meantime, it has been suggested that amendment might be brought about through consent of each of other fifty nations concerned.

It was left to T. Applewhite M.P. and J. T. Harvey to pursue the matter.

PIONEER BUILDER

NANAIMO, B.C. — Pioneer boat-builder of Nanaimo, Harry Vollmers has just celebrated his 85th birthday. He sailed coastal waters for many years before establishing a boat-building business here, now operated by his sons.



BETTER DAYS AHEAD—Increased demand for silver and new ore discoveries promise a mild boom for the mining town of Cobalt, Ont. This photo shows the business section of the town itself, with Cobalt Lake in the middle background. From the discovery of silver in the area in 1903 to its partial demise in the 30's, Cobalt was known as the "cradle of Canadian mining." At the moment, there are six producing mines in the area, with more being readied for production of being explored. (CP PHOTO)

WRECK EXPERIENCES— Description of Collision Scenes In Letter Here

Mrs. H. H. Millar of Edmonton, a sister of Roy MacKenzie, Daily News advertising manager, was a passenger on the train that was in collision with the troop train at Canoe River west of Jasper, when 20 fatalities occurred among the soldiers bound from Canada to Fort Lewis, Washington.

Mrs. Millar says the shock felt in the passenger train was severe enough that everyone knew an accident of some sort had happened. Her husband went forward to find out and soon returned with some of the details. Some of the derailed and shattered cars could be seen at a distance and it was a shocking scene.

Mrs. Millar writes as follows: "It happened at 10:30 a.m. and I think the reason the passengers got off so lightly as far as injuries went was because everyone was sitting or lying around in that lull after breakfast. I was lying on the seat in our com-

partment and Hugh was sitting in the easy chair. The first jolt was so severe he just took off over the top of me and bumped his head on the back of my seat, then landed right back in his chair—did exactly the same thing with the second jolt—but was ready for the third one and hung on to his chair. I just banged my head and shoulder a little so we were very lucky.

"With the jolts was a loud crunching noise and we were sure we were going into a rock slide. Then we saw the poles and wires

start to jump around and Hugh said—there must be a car off the track and—going down the bank. We really thought we were for it, and were going down too. This all happened in a few seconds and with the third jolt, we were at a stop. We both bolted for the room next door when we heard a baby screaming. I took him from his dad and questioned him.

"Hugh grabbed his coat and went out to see what had happened. By this time we were all in the vestibules discussing our bumps. When Hugh came back we took one look at his face and knew it was more serious than any of us thought. He said it was a head-on collision and he was afraid the engine crews must be killed. We went out to the vestibule and could see the terrific mess of the engines and cars piled up together (we were on a curve, so could see.) "Parts of the engines were away up on the upper bank and one wouldn't believe how the smashed cars could all pile into such a small space. Hugh said the two engines and at least three cars were smashed into the space one car would normally need.

FEARFULLY TERRIBLE

"We realized how terrible it really was when the soldiers started running through our cars getting axes, fire extinguishers and first aid kits. They kept coming back asking if we didn't have anything in the way of sedatives or first aid kits. We gave them our bottles of Iouor and even aspirins. They started using sheets and towels for band-aids. It was terrible to feel so helpless when we knew those poor fellows were hurt so badly and in need of dressings and sedatives they didn't have. We all offered to be and help, but the Army had things under control very quickly and I guess many of those boys were trained in first aid.

"Anyone who did go up was filled with admiration at the way the troops who were injured carried on without complaints. Their main concern seemed to be that there might be children and women hurt on the passenger train. "Also I think the train crew were wonderful. They did everything they could to make people comfortable and the dining car crew managed a hot meal for everyone at about 4 in the afternoon. The dining car steward carried on as usual although we had been told he had gotten a terrific blow across the stomach against a table. Our sleeping car conductor had a bad rash across his forehead but said nothing about it until we noticed his hair was shaved in front—he still wouldn't have it dressed until everyone had been attended to first. "I soon got pretty cold after the crash and I think it was about 5 in the afternoon when the other section came up behind us and we attached on to it and headed back for Kamloops—then on to Calgary and so home via CPR tracks. Certainly we did not suffer any hardships and were very thankful to come through such a bad smash so easily.

"The only doctor in attendance had been a passenger on our train and everyone says he was simply wonderful and did a grand job in fixing up the troops until the hospital train arrived from Jasper."

Moose Whist Drive, Dance

Sixty members of the Moose were present at the regular whist drive and dance last week. Winners at cards were Mrs. H. J. Bacon and Mrs. Ole Stegavig. Ole Stegavig and Magnus Halvorson. The committee in charge consisted of H. Muncy, P. Bond, M. Blair, M. Halvorson, B. J. Bacon, J. Smithson, J. Long and C. Logan. Wilfred Williams provided piano music for dancing.

Many Called-- Answer Slow

Junior Chamber of Commerce Hopes for Future Citizens' Day Response

Although there have been about 100 positions found by the Junior Chamber of Commerce for Future Citizens' Day, High School students have been slow to apply for them. Jaycee Committee Chairman Stuart Furk expressed some disappointment yesterday afternoon concerning the slowness of applications, but felt there would be sufficient to fill the positions offered.

Object of the day is to acquaint students for one day with the tasks they will be required to perform when they go out into the world to earn their living. Positions offered cover the whole gamut of the work-a-day world. They include practically all jobs in public service and government offices, civic administration and utilities, industry and business.

Last night the Junior city council, elected on November 23, sat in round table discussion on matters of civic interest. Among problems discussed were housing, sewers, traffic, road and sidewalk conditions and finances.

After working at their chosen jobs and professions all day next Tuesday, students will be invited with their counterparts-for-the-day to a social gathering at the Canadian Legion Hall to discuss among each other items that have arisen during the day.

Police Report For October

Although there were six vehicle accidents reported to the city council in the October police report, no reckless or drunken driving charges were laid, according to Corp. E. A. Wales, in charge of the Prince Rupert detachment of the Royal Canadian Mounted Police.

The report listed 135 prosecutions in police court during the month of which 134 resulted in convictions. Fines and court costs collected totalled \$2016.

"Property check resulted in the night patrols finding 14 business establishments insecure with unlocked front or rear doors," Corp. Wales reported. "The proprietors were notified and premises made secure," the report stated.

Monetary loss from Criminal \$2896.50, while recoveries Code complaints was assessed at amount to \$2395. Four major complaints were investigated.

Disaster Nurses Are Being Sought

Work of the Prince Rupert disaster committee is progressing favorably, according to a statement by R. A. Morley, chairman of the local branch of the Canadian Red Cross Society. Chief lack at the moment is qualified nurses who might be available to work with the committee. Mr. Morley feels there are many nurses in the city not active in the profession who should be willing to co-operate with the committee in the important task they are trying to perform. There will be a meeting of the committee later in the week.

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Protest Closing Of Way Mail Box
Prince Rupert Chamber of Commerce has taken up with the director of postal services the recent discontinuance of the way mail box at the Canadian Pacific Air Lines which had come an appreciated convenience the public when making morning deadline for air mail the Post Office. It had stated that the way mail had been discontinued at the request of the local Post Office. Chairman of the Chamber felt there was as good reason to maintain the air mail box such services as trains and

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GRONDIS — Gruesome Twosome — By CHIC YOUNG

I DON'T MIND YOUR READING THAT AWFUL MYSTERY BUT FIX THE LIGHT SO I CAN GO TO SLEEP
IT'S STILL TOO BRIGHT—LET ME FIX IT
FIX THE LIGHT, DEAR, SO WE CAN SEE BETTER

—He Takes the Cake!
CAN I HAVE A COOKIE, DADDY? **NOT CAN—MAY**
WHAT? **MAY I HAVE A COOKIE?**
WHY, OF COURSE YOU CAN **THANK YOU, DEAR**

—Could Be!
YOU'RE SURE YOU'LL REMEMBER WHAT I WANT AT THE STORE, DEAR? **SURE!**
YOU DON'T WANT ME TO WRITE YOU A SHOPPING LIST? **NOPE**
I'D TALK AS THOUGH I WERE ABSENT-MINDED

—On the Chin!
I'D LIKE TO HELP YOU WITH THE DISHES, DEAR, BUT I'M TOO TIRED! I COULDN'T LIFT MY LITTLE FINGER
POP, I'LL BET YOU CAN'T CHIN YOURSELF ANY MORE **THOSE ARE FIGHTING WORDS, SON**

LET YOUR WORRIES MELT—LIKE A SNOW MAN ON A SUNNY DAY!

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