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HOME FOR CHRISTMAS—Fifteen survivors of the Canoe River train wreck were flown from Edmonton to hospitals in eastern Canada so they would be near their homes for Christmas. Some of the patients are shown on litters in an R.C.A.F. Dakota shortly before take-off. Standing, left to right, are: Sgt. Jack G. Little, medical N.C.O.; Cpl. Nelson Julius, crew-member, and matron Flt.-Lt. M. Davies. The patients are unidentified. (CP PHOTO)

Safety at 2nd Ave—McBride

Committee reports at last night's meeting of the city council were for the greater part short.

A recommendation by the Health, Social Assistance, Police and Licensing Committee that a pedestrian lane be painted across Second Avenue and that a stop sign be installed at the intersection with McBride Street to stop southbound traffic was passed. In presenting the report, Ald. G. D. Frizzell said the recommen-

dation was made for the safety of Civic Centre patrons and easing of the parking problem there.

The council accepted the recommendation of the finance committee that the cost of the new Ford fire truck be defrayed from the city tax sale and trust account.

On recommendation of the Board of Works committee, the city engineer was authorized to clear a proposed new section of the cemetery preparatory to a survey.

The report of the Pioneer's Home committee which stated another man had been admitted during the month was approved.

Changes In CN Officials

WINNIPEG — Important changes in the operating department of Canadian National Railways, are announced by J. R. McMillan, vice president of the western region. These changes are effective January 1.

G. R. P. Graham, Superintendent of the Port Arthur division, has been promoted to general superintendent of the Alberta district with headquarters in Edmonton. Mr. Graham succeeds J. F. Cooper who has been appointed general manager of the Northern Alberta Railway.

Succeeding Mr. Graham at Port Arthur will be R. A. Craven, superintendent of transportation for the Manitoba district.

Fred Musgrave, transportation assistant, Winnipeg has been promoted to superintendent of transportation for Manitoba to succeed Mr. Craven.

Walter D. McPherson, formerly in charge of rule instruction for the western region, has been appointed transportation assistant to succeed Mr. Musgrave.

F. W. Somerton rule instructor, Winnipeg, is promoted to transportation inspector with supervision over rule instruction on the western region.

General superintendent Graham entered railway service in 1922 as a bridgeman in the construction department at Winnipeg. He later served as chairman bridgeman and foreman for many years in the west and was appointed roadmaster in Edmonton in 1941 and in Regina in 1944. He served as assistant superintendent at Dauphin and Port Arthur and was appointed superintendent of the Port Arthur division in 1947.

Mr. Craven started as a clerk in Barrie, Ont., in 1911 and came west the same year to spend the balance of his railway life in western Canada. He worked as operator and agent and despatcher at many points and was night chief despatcher at Kamloops from 1930 to 1944. He served as transportation assistant, Winnipeg prior to his appointment as superintendent of transportation for the Manitoba district.

Mr. Musgrave started in 1911 as an operator at Dauphin and served in many capacities in the west for many years.

In 1944 he was appointed inspector of train despatching and five years later became transportation assistant at Winnipeg.

Mr. McPherson started as a clerk in 1918 with the G.T.P. He later served as operator and agent all over the west. He was assistant superintendent at Sioux Lookout and inspector of despatching and rule instruction up to the time of this promotion.

What City Council Did

Tabled a report from the housing commissioner which stated the housing position in Prince Rupert was under consideration by the provincial and Dominion governments and that a report from the medical health officer in Prince Rupert was awaited.

Referred to the board of works for report a letter from Superior Radio Service offering to supply with one man to operate it at a cost of \$7.50 per hour.

Instructed the city clerk to acknowledge with thanks a letter from the minister of finance enclosing a check for \$40,351.84—the city's share of the three per cent social security and municipal aid tax.

Referred to the incoming council a communication from the deputy provincial secretary enclosing three copies of the newly prepared civil defence manuals and asking what part the city would take in the program.

Accepted the report of the returning officer that Harry Daggett, G. Douglas Frizzell, Harold S. Whalen and Darrow Gomez had been elected aldermen and that both the Canadian Legion land sale and tax exemption by-law had been approved by the voters. The returning officer was tendered a vote of commendation for the orderly manner in which the election was carried out.

Received and filed a communication from the deputy provincial secretary stating by-law 1135, a by-law authorizing the purchase of an overhead loader from the city's trust fund, had been approved.

Accepted with thanks a letter from the manager of the Bank of Montreal in which he expressed the season's greetings.

Finally adopted the "Canadian Legion Land Sale By-law 1950"

To Investigate 'Phone System

The last recommendation of the report of the utilities committee came up for amendment at last night's regular meeting of the city council.

The recommendation would have called on the incoming council to make a thorough investigation of the telephone system in view of its present physical condition. The amendment was that a thorough investigation of the system be made before new telephones were added.

The report was passed as amended.

Alaska Steamship Co.'s refrigerator ship, Palisana, Capt. P. B. Coe, arrived in port from Juneau this morning with five carloads of frozen fish for transshipment over CNR lines to eastern United States markets. After discharging, the Palisana sailed in continuation of her voyage to Seattle.

Mr. Somerton started as a telegraph messenger in 1925 and after working as operator and agent at various points in the west was appointed rule instructor in 1949.

Want Ads, Sure Results!

Police Cost Is Being Cut

Due to the large share of the cost which is absorbed by the Dominion government, policing of the city under the new Royal Canadian Mounted Police regime will be almost cut in half in 1951 as compared with 1950 under the agreement which was presented to the city council last night and referred to next year's council. Last year the city was charged \$2663.69 per man on the force. Next year the basis of charge per man will be \$1400.

Terms of the contract for policing in 1951 as presented are: Police to be supplied to the city at a cost of \$1400 per man per year, not less than twelve men and up to 14 men.

Police vehicles to cost the city \$200 per month. (This year the vehicle cost was \$2356.74 so there is little change.)

Redecoration and repairs to be made to the office as pointed out by Inspector J. B. Lee and a lean-to garage be built for vehicles.

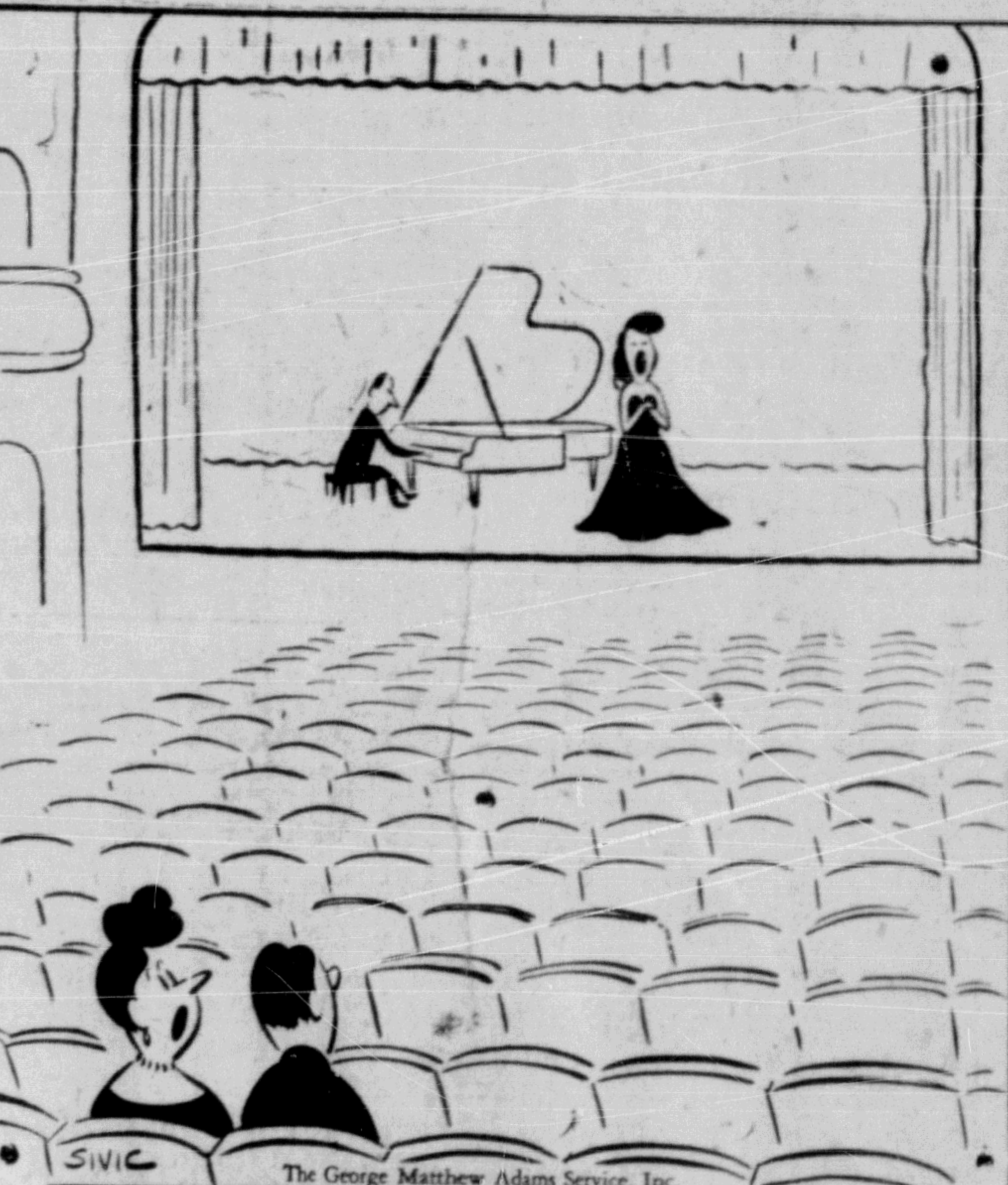
Contracts to be signed by January 25, 1951.

The communication was referred to the incoming council for immediate action with instructions that a copy of the contract be placed in the hands of each alderman.

Dieselizing CN Railway

MONTREAL — "Our dieselization program was advanced during the year when eight 1500-horsepower diesel locomotives were put into operation in the freight service between Montreal and the Lake St. John area of Quebec," says the review of CNR President Donald Gordon for 1950. "They enable the railway to handle more efficiently and economically the heavy traffic over the adverse grades to and from that area. Eighteen 600-horsepower diesel electric locomotives were delivered for use on Prince Edward Island, which will be the first province to be completely dieselized. Three electric locomotives were acquired for suburban service out of Montreal."

"We have on order, for delivery next year, 28 road diesel electric locomotives of 1500-horsepower and 20 of 1,600; 22 switchers of 800-horsepower and 18 diesel electric road switchers of 1,000 horsepower, three of them for use on the Montreal and Southern Counties Railway."



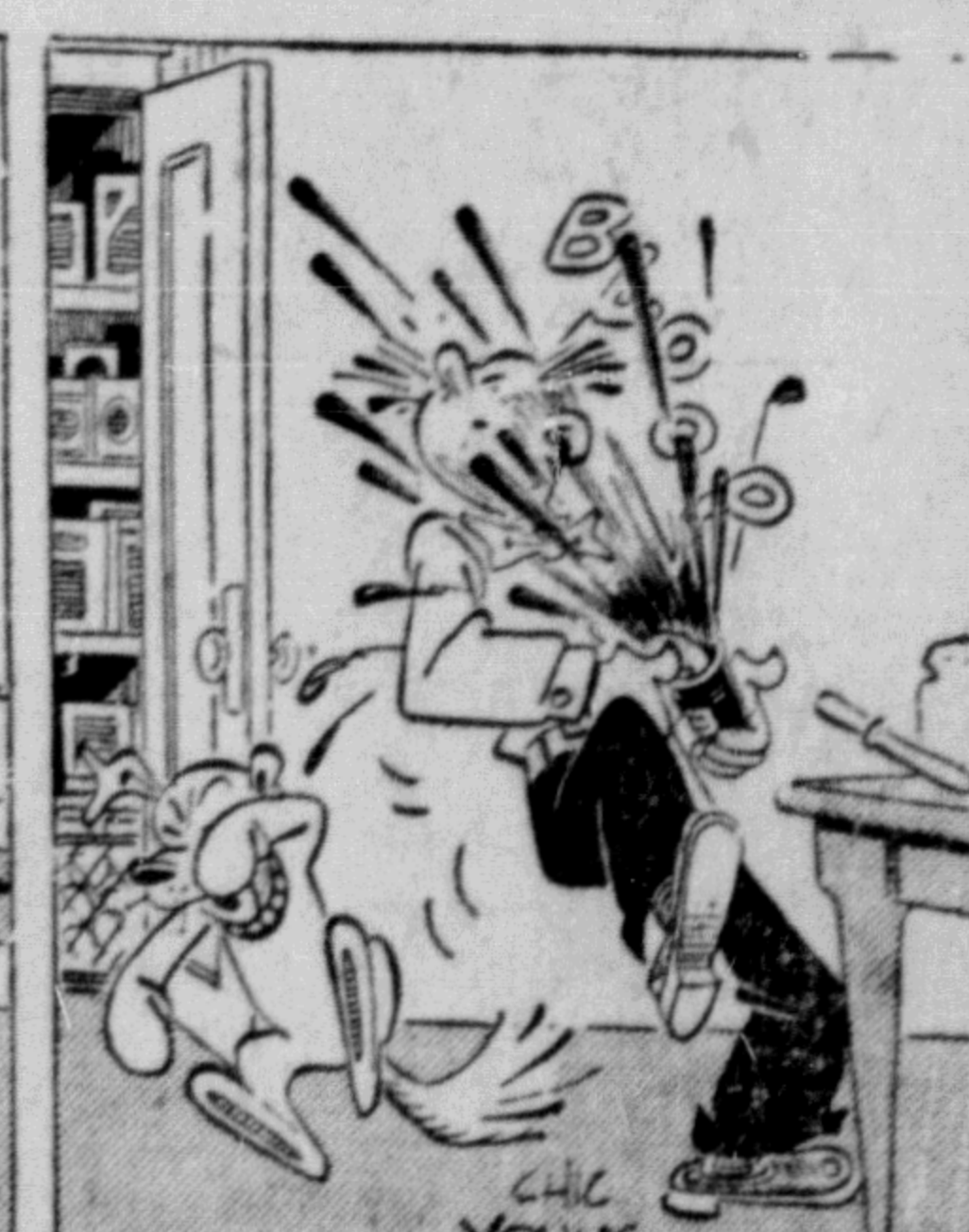
"Don't tell me you want to leave, too... her own father!"

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—The Old Expert



—Now, It Is!



"He said he'd appreciate it if we rushed right over."

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Wind up the year with a good laugh SEE... MARJORIE MAIN - PERCY KILLBRIDE in "Ma and Pa Kettle Go To Town"

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New Year's Eve Jamboree! Sunday, Dec. 31 11:30 p.m.

GET YOUR TICKET TODAY General Admission 60c; Loges 75c We Cannot sell tickets on Sunday

ROBT. MONTGOMERY ANN BLYTH in "ONE MORE MY DARLING"

Doors open at 11:30 for Ticket Holders

FREE—Prizes at THEATRE TICKETS To Lucky Ticket Holders

and the "Canadian Legion tax-exemption by-law 1950" and numbered it 1140. The by-laws were also authorized by rate-payers at the 1950 civic election. Finally adopted the Street Traffic By-law Amendment By-law. This by-law approves amendments recently made to the street traffic by-law. Passed and approved a law to authorize the purchase of pipe and fittings and the expenditure of trust funds for purpose. The by-law cost of pipe used in Section 1 during the year in water improvements and replacements.

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