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FILM COUNCIL NEEDING FUNDS

When the Prince Rupert Film Council was organized last year it was given permission to use the projectors and equipment of the National Film Board for the period of one year. At the end of that time the Board felt that the council should be in position to acquire its own equipment. The time has now expired and now the council is faced with raising a fund of \$700 to purchase equipment.

Like so many community organizations, the council has done a great deal of good work in the city but it has not grown rich in the process. Recently group membership fees were raised from \$2.50 to \$5 but the increase has not gone far in building a fund for equipment.

As the fees collected from member organizations is the council's only source of revenue, it is now appealing for public support so that it may continue to carry on its work in the com-

munity. Circulars have been sent business firms in the area and a check for \$25 received yesterday from Nelson Bros. Limited, one of the first responses.

AFRICAN PICTURES SEEN AT CITADEL

More than 50 people were present at the Salvation Army Citadel last Friday evening when Major W. Yurgensen presented 260 projected pictures and delivered a travelogue on East Africa missions. Most of the pictures were taken by Major Yurgensen during his 15 years of service in that part of Africa. As the pictures were cast on the screen, Major Yurgensen was able to present a graphic description of the conditions relative to the situation and to supply background information to the subjects portrayed by the projector.



SHIPS AND WATERFRONT

Slump In Herring Demand—Alaska Vessels In Port—Salmon Rush Here Nearing End

Cannery officials say there has been a decided slump in herring demands following this fall and unless a rapid change sets in, it will mean idle plants until spring. Recent seasons have been busy enough. Last year about 1,200 tons were caught. This year, the run will shortly be due in the gulf islands and will last for months. The report is made that any processing this season will be by fertilizer plants or those plants fitted with oil reduction equipment.

Two southeastern Alaska packers—the Sydney and Tolstoy—were in port yesterday with fish for transshipment East over Canadian National Railways. The Sydney had frozen fish and the Tolstoy canned salmon.

Because of their services in the noted voyage from Halifax to Vancouver in 1944 aboard the R.C.M.P. Arctic patrol vessel St. Roch, three members of the crew and a former shipmate were honored at a ceremony in Vancouver a few days ago. All were decorated with the Polar Medal. The presentations were made by Superintendent J. Healey, R.C.M.P. The St. Roch passed across the Arctic by the Northwest Passage.

The recent increase in wages granted Canadian Seamen's Union gives deckhands \$137.50, and \$145 to cooks. The new arrangement will cost operators an estimated \$48,000 in retroactive pay.

Survey work off Banks Island in Hecate Strait by the Dominion hydrographic vessel C.G.S. W. J. Stewart, has been completed. Formerly, this coastline remained uncharted. The survey results will be used in drawing up new charts of this part of the British Columbia coast.

The steamer Alaska Prince has had a busy summer freighting supplies into Taku River for mining concerns, more particularly the Polaris-Taku Mining Co. This company operates shallow draft barges on the river, and freights goods from the Alaska Prince, lying off the river mouth, up some thirty miles, this being done by tug and barge. The mine operates throughout the winter season.

The canned salmon from Alaska rush that brought busy days and night at the ocean dock in Prince Rupert appear to be about over. There were longshore crews that worked practically around the clock. Boats were to be seen in the harbor, awaiting turn. It was big business for the railway. One day no fewer than 49 empty cars were noted on the railway line. All were enroute back to Prince Rupert, being needed.

Black codding and flat fishing, with each line employing some six or seven boats, are about the only pursuits going on out of this port in these doldrum days for the fishing season. One of the larger vessels of the cod fleet is Capt. Pete Parkvold's Takla which has been in northern waters some weeks. The Western Fisher, Capt. Hobbs, is among the vessels engaged in flat fish dragging. Most of the vessels are operating fairly close to Prince Rupert.

Seine salmon from the Johnson Straits area between northern Vancouver Island and the mainland is being delivered periodically by packers to the Atlin Fisheries, B.C. Packers and Co-operative plants here.

Returning at 5:40 yesterday afternoon from her regular voyage to Port Simpson, Alice Arm and Stewart, Union steamer: Cardena, Capt. William McCombe, remained here until 2:30 this morning loading cargo including frozen fish, 5,000 cases of canned salmon from the ocean dock for Vancouver and general supplies for the native village of Hartley Bay down the coast. The vessel took a good-sized list of passengers from here to Vancouver.

C. P. R. steamer Princess Louise, Capt. P. L. Leslie, is due in port at 5 o'clock this afternoon from Skagway and other Alaska ports and will sail at 6:30 p.m. in continuation of her regular voyage to Vancouver.

VANCOUVER, (C)—Civic scorn is being showered on Vancouver bus passengers who spread litter at residential bus stops and push and shove to board buses. Complaints were heard from two aldermen as city council discussed the question.

Air Travel Made Safe

T.C.A. Official Suggests Passengers Not Be Impatient

MONTREAL—No form of transportation is more carefully regulated than is aviation. Few realize how important those regulations are in advancing the safety of air operations, said G. R. McGregor, president of TransCanada Air Lines, in an address here Monday night before the Fossils Club of Montreal, an association of young business men.

"The government and the airline operators have imposed many restrictions which have brought the scheduled airlines a high degree of efficiency and safety," said Mr. McGregor. "Government bodies first regulate the design and manufacture of aircraft and then demand its inspection and examination under operating conditions which it will never have to face again. Eventually the aircraft is licensed but with many restrictions regarding weight, speeds, landing gear, landing practices, take-off procedures, weather conditions and other operational features to govern it in commercial service. These are followed by company regulations regarding weight, alternative routing, fuel capacity, the pilot and crew training, ceiling and visibility limits and other rules to give a margin of safety

over and above the licensing specifications. These are all laid down to protect the health and future of air transportation and a better public understanding of them would dispel much of the impatience and qualms of passengers."

Mr. McGregor stressed the importance of a public awareness of the interdependency of military and civilian aviation. "The relationship of aviation make it a national necessity to consider the needs of both in either long or short term planning," he said. "An adequate force of military type aircraft, for instance, is essential to defence in this air age. This is a vast, but necessary, expense even in a peace-loving nation. There are, however, great economies to be realized without sacrifice to security if a country's civil aviation industry is highly developed during peace time."

Mr. McGregor said that the experience of the last war proved the effectiveness of being able to introduce civilian transport planes into military operations. By the same token, he said, the use of undefended transport aircraft would have been impossible over huge areas of the globe if distinctly military type planes had not denied the air over those areas to the enemy.

MINING CLASSES ARE HELD AGAIN

VANCOUVER—More than one hundred British Columbia men are expected to enrol by November 1 for the Chamber of Mines winter course. Within the past thirty years in excess of 1,500 prospectors have been turned out from this establishment with the result that discoveries of some importance have been made. Among these might be mentioned some of the following: B.C., including the McConnell (Creston litzki); gold-silver Unuk River (Unuk River and Zebulon).

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Bulletin

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Subject to prior sale or withdrawal, War Assets Corporation has available for sale the following vessel:—
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Construction—Hull Planking Spruce, Bottom Planking Ironwood.
Dimensions: Length—27'. Beam—7'. Draft—30" (approx.).
Powered by—Gray Marine Gasoline Engine.
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Offers to purchase should be forwarded to the Chief, Ship Sales Division, at the address given below and to receive consideration should be received on or before November 10th, 1948, unless an offer acceptable to the Corporation is received before that date.
TERMS AND CONDITIONS
Offers to purchase ships are invited subject to the following conditions:

- (a) The Corporation shall have the right to accept or to reject any or all offers in whole or in part.
 - (b) If an offer is accepted, sales will be on "as is where is" basis, without warranty of any kind (except as to the Crown's title), and will be subject to the other usual Sales Conditions of the Corporation.
 - (c) On acceptance of offer, purchase price will be payable in full.
 - (d) Purchasers will be required to take delivery of ships sold at their own expense within a time limit, set by the Corporation.
- For arrangements to inspect, apply to the Indian Superintendent, Vanderhoof, B.C.

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70% of a group of dietitians voted HEINZ first place
Household science experts lately registered a strong preference for Heinz Cream of Tomato Soup as compared with another leading brand (without knowing what soups they were tasting), making such comments as: "No other competes with it."

Heinz Soups

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Keep this in mind—you mustn't expect something "high grade" unless you pay a price.
By a "decent price" we don't mean that really must pay a lot of money.
Watches haven't advanced as much as of other things.
At least ours haven't—we bought the of our stock quite a while ago.
Railroad watches have actually been selling low as before the war.
But for a reliable watch it isn't safe below \$30.00 to \$40.00.
If you come here that much will get you watch good for 15 to 20 years.
If you've been thinking of watches ever little bit, it's time you called on us.

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