

1950		MAY							1950	
Sun.	Mon.	Tue.	Wed.	Thu.	Fri.	Sat.				
	1	2	3	4	5	6				
7	8	9	10	11	12	13				
14	15	16	17	18	19	20				
21	22	23	24	25	26	27				
28	29	30	31							

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Premiums for Balance
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SHIPS and WATERFRONT

Prince George on First Summer Voyage—Freighter Island King Calls

Making her first voyage of the summer season and with the Vancouver Board of Trade party of sixty persons as her principal passengers, C. N. F.

steamer Prince George, Capt. E. B. Caldwell, arrived in port at 11:30 this morning from Vancouver, Westview and Ocean Falls and sails at midnight for Ketchikan whence she will return here tomorrow evening southbound. In addition to the Vancouver group, the Prince George had a number of general passengers. Back in Vancouver Saturday morning, the Prince George will turn around the same evening to head back to Prince Rupert and Skagway on a charter voyage sponsored by the Oregon Journal newspaper

of Portland with which she will be due here Monday next. On her return to Vancouver from that voyage, the Prince George will operate a special two-day week-end cruise out of Vancouver followed by another round trip to Skagway, due here June 9 northbound, under charter to Los Angeles Chamber of Commerce. This year, for the first time in her so far brief history, the Prince George will call in at Sitka, former Alaskan capital, included in the itinerary of the Oregon Journal cruise. Canadian National's regular Alaska summer cruise schedule of eight 10-day voyages between Vancouver and Skagway commences in mid-June with Prince George arriving in Prince Rupert northbound June 16, 29, July 9, 20, 30 August 10, 20 and 31.

Frank Waterhouse freighter Island King, Capt. William Gleason, arrived in port at 7:30 yesterday morning from Vancouver via Namu, Klemu, Butedale and Carlisle and, after spending the day discharging general cargo at the Canadian National dock, moved today to Watson Island and the Skeena slough. From there she will proceed to Alice Arm to load Torbrit ore and will then start her southbound voyage, calling at canneries and fish reduction plants to load fish meal for Vancouver.



"ACTIVATED" Shell Premium is the most powerful gasoline your car can use!

Transport By Highway

Application for Passenger and Freight Licences to be heard Soon

Applications for licenses respecting scheduled public passenger, scheduled public freight service and non-scheduled public freight service by highway between Prince Rupert and interior points will be considered at a Public Utilities Commission hearing in Vancouver June 1. It was revealed yesterday.

Five applications for a scheduled public freight service will be dealt with. Four are asking for reclassification of licenses while the fifth, Canadian National Transportation Ltd. of Vancouver, are tendering a tentative application for four class II public freight vehicle licenses.

Applications for a scheduled public passenger service resulted from a move last month by the Terrace and District Board of Trade who sponsored an application for a daily bus service between there and Prince Rupert. But Terrace did not favor sponsoring any particular bus line. That, they thought, was up to the Public Utilities Commission.

The applicants are Watson Island Stages Ltd. of Prince Rupert and the Canadian National Transportation Ltd.

President of Watson Island Stages Ltd., Cherrill McIntyre, tendered a firm application. If granted the license, his firm will operate two vehicles 28 and 29 passenger busses; on a scheduled run between Prince Rupert and Terrace. As the Terrace and District Board of Trade requested, the run would be a daily service.

A tentative application was presented by Canadian National Transportation Ltd. They would institute a scheduled bus service between this city and Smithers serving all intermediate points including Hazelton. Three buses will make three round trips weekly from this city to Terrace and two weekly round trips through to Smithers.

Firm applications for scheduled public freight service are being presented by Lindsay's Cartage and Storage Ltd., Prince Rupert; Harold Smith, Terrace; Marshall Bros., Hazelton; Victor Menzies, Prince Rupert for a non-scheduled public freight service—for a non-scheduled public freight service, James Caplinz, Smithers.

Freight Applications
Lindsay's Cartage and Storage are tentatively applying for an additional class one license and will operate a service between Prince Rupert and Terrace and Copper River, twice weekly to Terrace serving Copper River on the first trip of each week. The application of Harold Smith of Terrace asks for reclassification from a present class three to a class one license to include scheduled public freight service between Terrace and Prince Rupert. He will operate one trip per week and one or two non-scheduled trips weekly. Marshall Brothers of Hazelton have drawn up a proposed schedule of one trip per week and added a tentative application for a class two license for service between Hazelton and Prince Rupert. Victor Menzies, also asking for reclassification from a class three to a class two license, would operate a proposed schedule of one round trip per week between Prince Rupert and Telkwa.

According to the tentative application of Canadian National Transportation Ltd., four trucks will operate a scheduled public freight service between Prince Rupert and Smithers serving all intermediate points, including Hazelton. Their application also provides for pick-up and delivery service within corporate limits of towns and villages. They propose to operate three weekly round trips.

According to all five applications two firms will still operate with one vehicle while the other three, if tentative applications are granted, will furnish freight service with two vehicles. Canadian National Transportation Ltd. will be able to conduct a scheduled public freight service with four trucks.

TRAIN SCHEDULE
Standard Times
For the East—
Monday, Wednesday, Friday
8:00 p.m.
From the East—
Tuesday, Thursday, Saturday
10:15 p.m.

Just Received—

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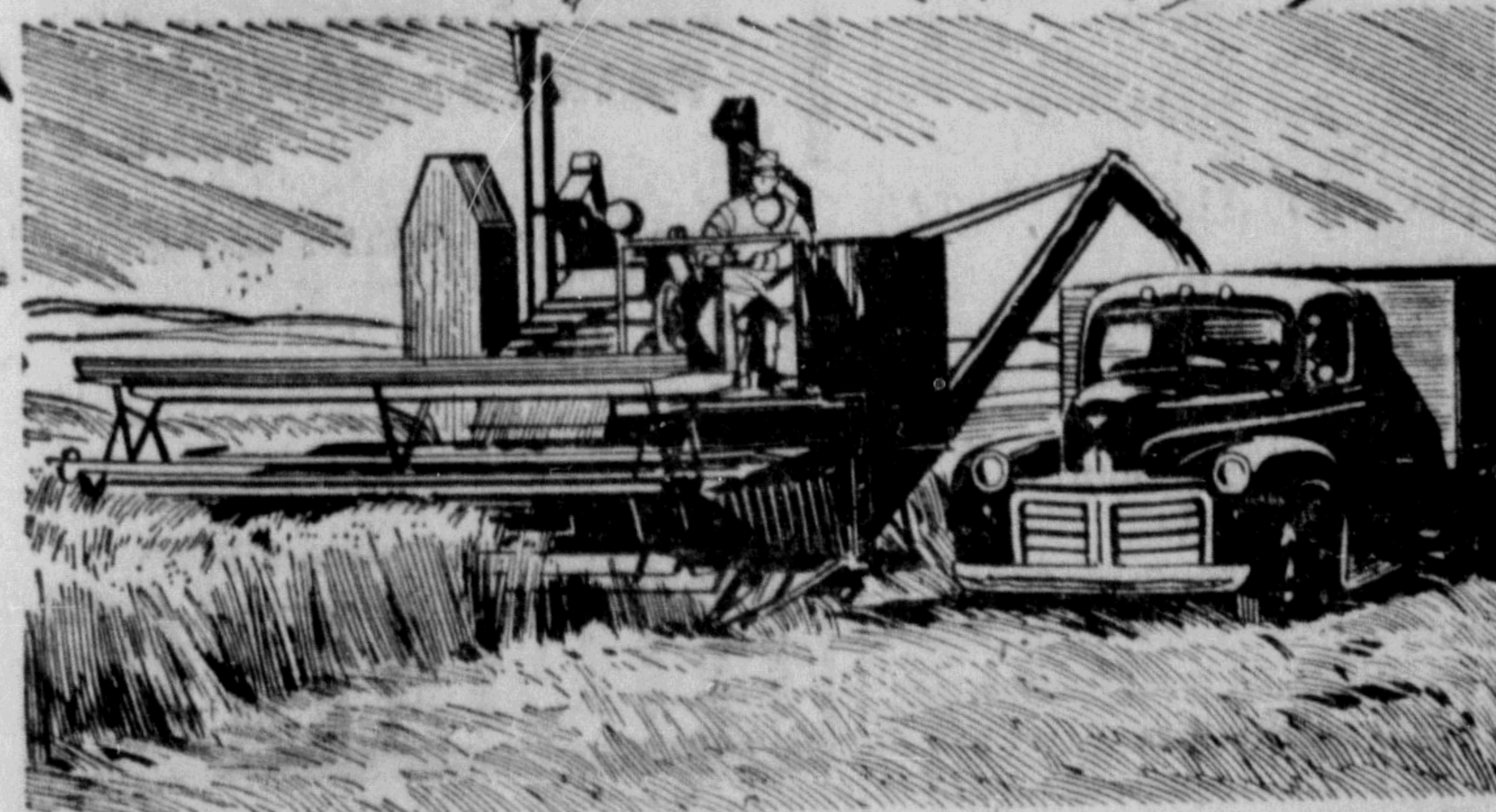
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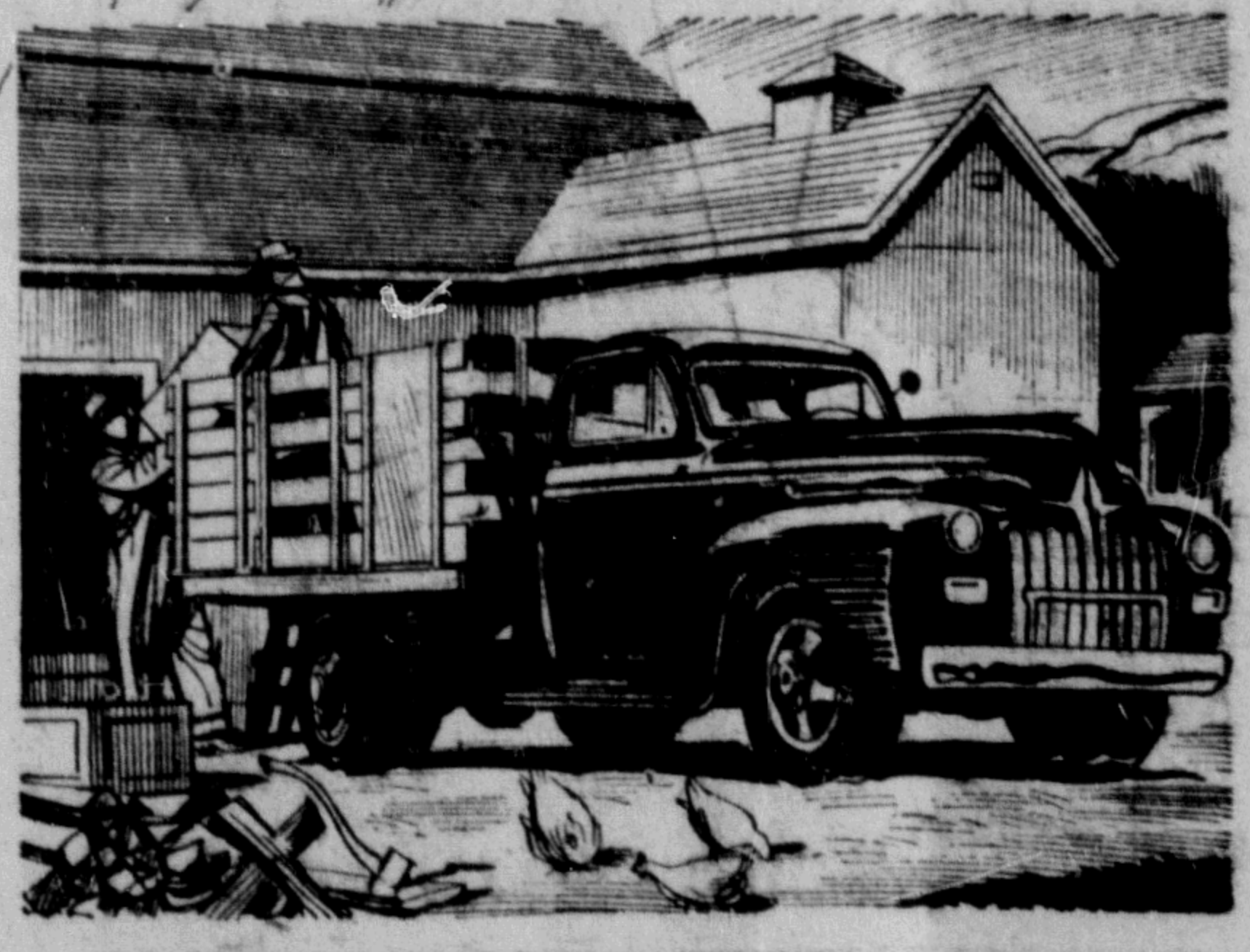
Me... farm with Nickel?



The gears of that combine, for instance, are made of tough, long-lasting Nickel Alloy Steel because of the terrific strains they have to bear.

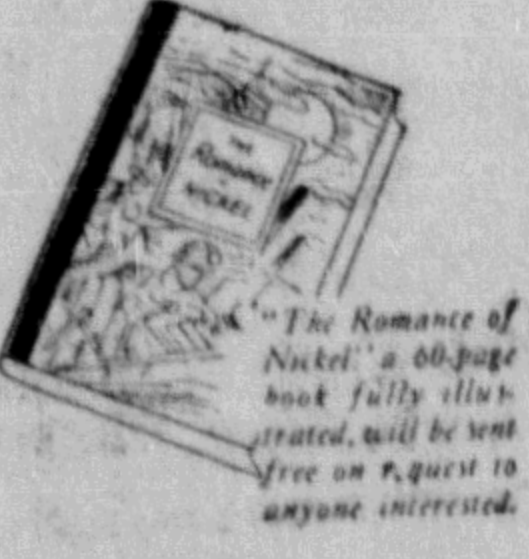


Think of the punishment tractor parts have to take! That's why axles, gears and other critical parts are made of Nickel Steel. It gives greater strength, longer wear.



There's a lot of Nickel in that truck—in its gears, steering knuckles, and numerous other parts.

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Canadian Nickel



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