

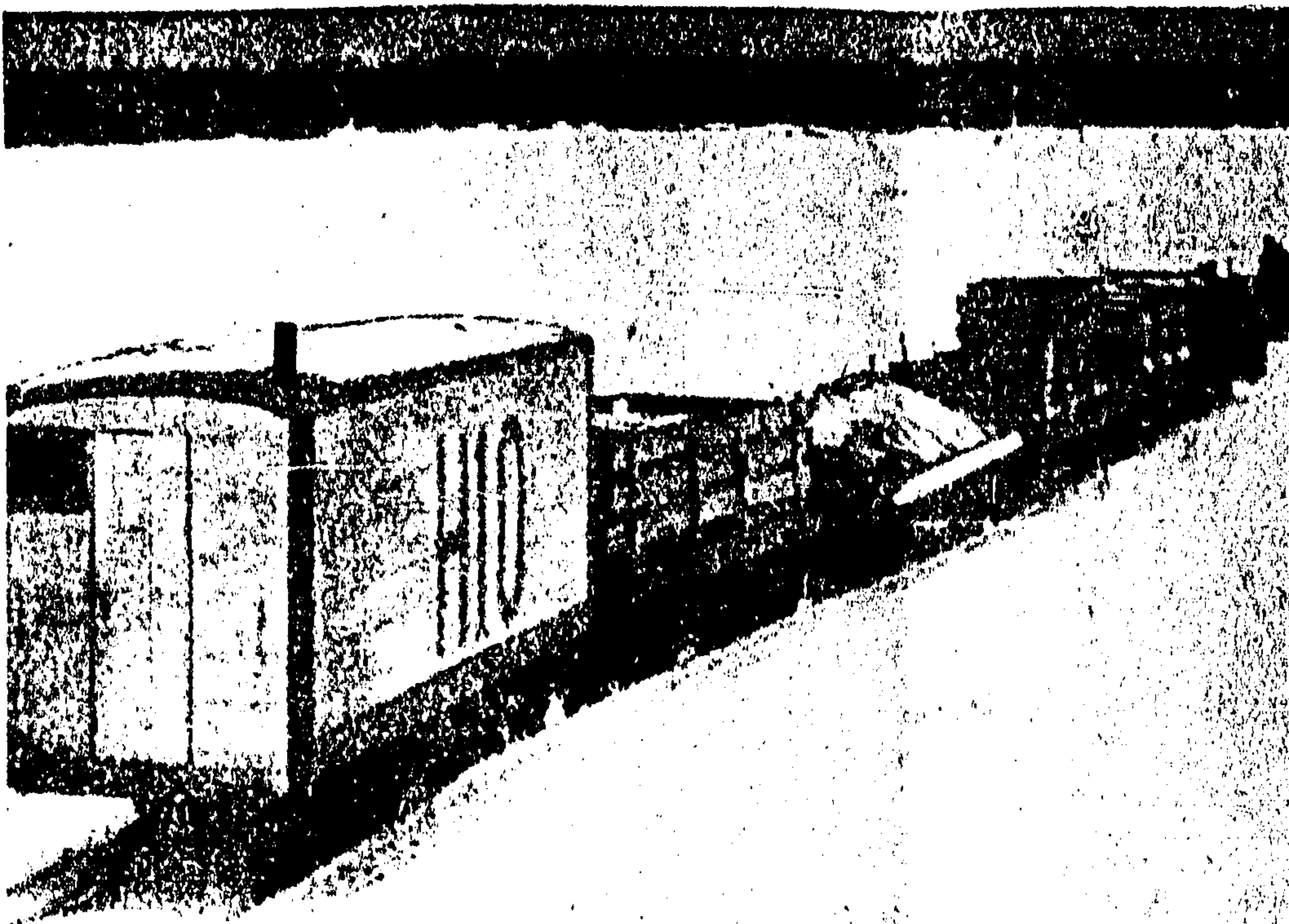
Charles Boyer Now Busy Producing TV Programs

By HAL BOYLE
 NEW YORK — Charles Boyer doesn't mind what you call him — just as long as you don't call him "the last of the continental lovers."
 "I never liked that reputation," he said, then added with a very smile:
 "And now I can't live up to it. Age has taken care of that."
 "Actually, I really have only a few highly remarkable roles, but the lover has faded."
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me for some reason. I've been plagued by it, not flattered by it. It is silly to be labeled a "continental lover," and I never accepted the label."
 In private life the veteran actor surprisingly youthful looking after more than a quarter-century on stage and screen lives an inter-continental romance. He is married to Pat Patterson, a British actress.
 Like many another Hollywood star, Boyer has responded to the golden call of television. He produces 10 dramas a year for "Four Star Playhouse," a CBS network program.
 The new medium has been demanding. He made some 60 films in 25 years in Hollywood, but turned on 33 shows in his first four years in television.
 "Finding the material is the big headache," he said. "They are making some 6,000 TV films a year and it is getting more and more difficult to find good stories."
 "The public is wise to all the old plots. They can guess the ending before it happens. The public likes to be surprised, but it is very hard to surprise anyone. The public has become more sophisticated."

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A GIANT TRACTOR hauls tons of freight on sled train into the snowy vastness of northern Manitoba. Each train has a heavy-duty tractor which pulls a string of cargo-laden sleds, one for fuel and miscellaneous equipment and a caboose where the crew sleeps and eats. Mining developments and defence building projects are helping create a record year for the modern replacements for dog-sleds and hand-hauling of supplies into the North. (CP Photo)

Tractor Trains Penetrate Far North To Set Record in Equipment Hauling

By RICHARD ANCO
 Canadian Press Staff Writer
 WINNIPEG (CP)—The great sheet of snow and ice which for generations all but silenced winter activity in Canada's Far North is being ruffled.

Where the delicate trail of dog-sled runners and the print of moose tracks once were the only marks of man's winter passage into the tundra, giant tractor trains haul tons of freight on sled trains now forge tracks across the snowy vastness. Spearheaded by mining development and defence building, a record year is shaping up for equipment transportation over leached-hardened rivers and lakes.
 A heavy early snowfall this year, however, has added problems to the operation. The snow is acting as an insulator, preventing lakes and rivers from freezing hard enough to bear the trains safely. When the trails are determined early in the New Year this snow will have to be cleared to hasten the freeze-up.

RECORD LOADS
 Taking over where the railways end, the trackless tractor trains will carry what are expected to be the heaviest loads of technical equipment and building supplies on record to the mid-Canada radar warning line and growing mining sites.
 The North has been plagued by lack of transportation and much of the mineral potential of the great pre-Cambrian shield has been untouched. The Mackenzie river system has been the summer highway for barges carrying supplies, oil and mining equipment and more recently army and radar equipment in the northward penetration.
 In winter, rivers and lakes are melted to the land in the freeze-up and tractors pulling sleds are often preferred to limited and expensive aircraft transportation. They serve the needs of long and bulky hauls.
 But travel over ice has its disadvantages. Danger accompanies the crews whose tractors at any time may crash through weak spots on lakes or

rivers. Aviaids, too, throw up formidable barriers of snow. Where ice is not safe, artificial packing of snow and artificial flooding must be done by man. Travel over land presents its problems, too. Sled runners must periodically be levelled out and melted spots filled with ice or snow.
MAPPING A TRAIL
 Before undertaking a haul a trail has to be located and cut. Grades must be kept to a minimum to prevent "doubling up" or "jack-knifing" by the train which usually has five or six sleds. Topography of the area is studied on maps, and helicopter make aerial surveys. The trail is finally blazed by crews working with bombardiers and tractor plows.
 Patricia Transportation Company, a leading tractor-train hauling firm, expects to put more than 40 tractors and 200 sleds in operation this season.
 The hauling period, the "blue ice" season, lasts from 75 to 120 days between January and April, depending on the winter.
 Patricia's projects this year are taking them to two mining developments in northern Manitoba, one at Stewart, B.C., and a section of the 3,000-mile mid-Canada radar line which sweeps through virtually unknown territory south of Hudson Bay and approximately along the 55th parallel.
 Three tractor trains are used in a hauling "swing" and freight is moved in an almost continuous line. Under ideal conditions one train is en route while the other two are either unloading at the destination or loading at the shipping centre.
TILAIN EQUIPMENT
 Each train has a heavy-duty tractor which pulls a string of cargo-laden sleds, one for fuel and miscellaneous equipment and a caboose where the crew sleeps and eats. A cook, a utility man and two tractor drivers who work in shifts make up the crew.
 The machines work day and night for as long as the hauling keeps an eye on economic loss-season lasts. As the winter gets

colder and the ice thicker, size of tractors and hauls are increased. Because of the hazard of the breakdowns in the ice the tractors have no roofs, allowing the driver an emergency exit. Only a wind-shield and canvas sleds protect him from the wind.
 To salvage a tractor, experienced crews are needed. They first set up a canvas wind-break around the hole in the ice and build a fire inside to keep warm and prevent a freeze-up. The lost machine is drawn up by another tractor on a cable running through a tripod-type structure over the hole.
 Manager B. H. Wilson of the Patricia Company says breakthroughs are the greatest hazards in tractor train freighting. The company has lost three men in its 20 years of operations, two of them as a result of tractors dropping through ice. The other fatality came in an airplane mishap.

Butler Seen New Chancellor Of Exchequer
 LONDON (CP)—The Conservative newspaper Daily Telegraph predicts that the chancellor of the exchequer, R. A. Butler, will be named deputy prime minister next week, to be succeeded at the treasury by Foreign Secretary Harold Macmillan.
 The newspaper, which has excellent information sources, in Prime Minister Eden's government, says Defence Minister Selwyn Lloyd, a former minister of state for foreign affairs and veteran United Nations diplomat, will succeed Macmillan at the foreign office.
 As deputy premier, the paper says, Butler also would act as government leader in the House of Commons and be charged with keeping an eye on economic policy.

CHILDREN TO BE LEFT HOME WHEN MOM GOES TO DENTIST
 FORT WORTH, Tex. (CP)—Carswell air force base's dental authorities have issued a new set of rules on dental care for wives of military personnel.
 Rule 3 states "mothers reporting to the clinic for dental care will not bring their children with them."
 It was issued after an 11-year-old boy, observing a dentist filling one of his mother's teeth, proceeded to bite the dentist.

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Plan For Jobless Urged In Last TLC Submission

OTTAWA (CP)—The Trades and Labor Congress of Canada yesterday urged the federal government in combating seasonal unemployment and to lead in setting up Canada-wide health insurance.
 The two points received greatest emphasis in the TLC's annual submission to the cabinet, a 12,000-word brief which will be the 600,000-member body's last. It merges with the Canadian Congress of Labor next April.
 With Canada now in the period of rising seasonal unemployment, the congress said it is expected the number of unemployed job applicants this winter will crowd the 500,000 mark.
OFFER PROPOSALS
 To expand job opportunities, it proposed:
 1. Collaboration by the 11 senior governments in planning and timing public works, for maximum winter and off-season jobs.
 2. Correlation of federal and provincial tax structures to reduce the total tax load on the lower and middle-class income groups and increase their purchasing power.
 Reduction of work hours also was suggested, and the congress said its target is the six-hour day and 30-hour week.
 A further measure proposed was the establishment of a government - management - labor commission to direct the development of natural resources.
THOROUGH HEALTH PLAN
 On health insurance, the TLC said the program should be contributory but government-subsidized and should provide everyone with medical, surgical,

dental, optical and hospital care, and include psychiatric treatment and supervised mental homes.
 Dealing with unemployment insurance, the TLC said benefits for jobless should be increased to at least two-thirds of weekly wages. The top now is \$30 a week for persons with dependents.
 The period for drawing benefits should be lengthened beyond the present 36 weeks and the qualifying period shortened. Benefits should be extended to workers who become idle because of illness.
 The TLC also reiterated a request that insurance be made to cover all workers. At present, about 3,200,000 out of the working force of some 5,500,000 are insured.
OTHER DEMANDS
 Among a wide range of other perennial demands, the TLC also asked:
 1. Increase in pensions for the aged, blind and disabled, and in family allowances.
 2. Establishment of a national industrial pension plan in which all employers and employees could participate.
 3. Legislation for equal pay for the same work done by men and women.
 4. Assistance in making rental or purchase housing more accessible to families with low incomes.
 5. Reduced income taxes.
 6. An inlay into price spreads on such articles as clothing, food and household items.
 7. Consolidation of the CBC's regulatory powers over broadcasting.

Cat Prefers Leaving Town To Needle
 FLIN FLON, Man. (CP)—One cat fled town when the inoculation of all Flin Flon cats against rabies began Monday.
 Irene Drinkwater, 17, was taking her pet into the office of Dr. J. R. Singleton, government veterinarian, when the cat jumped from her arms and scrambled on to a perch beneath a passenger car on a CNR train ready to leave for Winnipeg.
 The train crew, passengers and Irene tried to coax the cat from its hideout but it refused to budge. The train left for Winnipeg with the cat on board.
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