

HOW THE KING HAS CHANGED IN ONE YEAR



YEAR AGO—His Majesty King George VI posed for this formal portrait by Dorothy Wilding at Buckingham Palace in October, 1950. This photo is from United Kingdom (CP PHOTO)



ILLNESS SHOWS—The strain of his illness was evident on the face of His Majesty King George VI as he returned from a holiday in Scotland for medical examinations early in September. (AP PHOTO)

Speed Up Building of 50-Unit Housing Scheme Here Urged by Mayor

Quick action in getting a 50-unit rental housing project started in Prince Rupert is considered of prime importance by Mayor H. F. Glassey, "because there are many ramifications arising out of this."

For instance, Nelson is opposed and is opposed very much that we get housing services; a three-man housing administration body appointed by the lieutenant-governor, and a 12½ per cent share of all losses or profits in operating the project.

Final decision on the agreement will be made by full council in a meeting with both, Central Mortgage and Housing, and provincial housing representatives when tenders to build the unit have been received.

A rough draft of the agreement had been received, and was now in the hands of the city solicitor, said City Clerk R. W. Long. It calls for a 7½ per cent

share of the city of the capital cost of the 50-unit project, supplied by the city with lots and services; a three-man housing administration body appointed by the lieutenant-governor, and a 12½ per cent share of all losses or profits in operating the project.

Final decision on the agreement will be made by full council in a meeting with both, Central Mortgage and Housing, and provincial housing representatives when tenders to build the unit have been received.

Looks Like Winter Now

Old Man Winter showed his teeth last night for the first time since last May in warning that the season of frost and snow is on its way.

Although Digby Island weather station records a low of only 37 last night, the weatherman admits it was much colder near the ground—in fact it was freezing. Frost was seen on the ground in lower areas this morning.

But there is no indication that we can't have "a lot more nice weather." Forecast is for sunny days.

King is Gaining

But Not Out of Danger—Will Trip Be Cancelled?

LONDON (CP)—A medical bulletin from Buckingham Palace today said that the King "continues to gain strength" after a restless night.

It was the fifth and most encouraging report from the physicians since they performed the major operation on one of the King's lungs Sunday.

The King today reached the second stage of his fight for life but physicians said it would be a week yet before he is out of danger.

TRIP MAY BE OFF

Use of a Royal Canadian Air Force C5 plane to fly the Royal Couple across the Atlantic was apparently written off today as tour officials reported they are "awaiting word hourly" on whether or not the visit is off.

One official said he was willing to bet ten to one that the tour by Princess Elizabeth and the Duke of Edinburgh will be postponed indefinitely and this feeling appears to have wide currency in official circles.

A Clarence House spokesman said no decision had been taken yet regarding the possibility of cancelling or postponing the royal visit to Canada. He said the situation is unchanged and that it is still hoped Princess Elizabeth and the Duke will be able to carry on with the tour despite the King's illness.

Officials said a decision might be delayed several days, perhaps to the last possible moment.

HOW CANADA FEELS

Many Canadian newspapers stressed today that, in view of the grave illness of the King, Princess Elizabeth should feel under no obligation to fulfill her Canadian tour, scheduled to open October 2.

Prime Minister St. Laurent Saturday sent a message saying the Canadian people would understand if it became necessary to cancel the visit.

In a similar message Mayor Arthur Reume of Windsor, Ontario, advised Princess Elizabeth that many Canadians feel that her place now is beside her father.

The press of Canada agree. Following is editorial comment:

Ottawa Journal: "She should be released from any sense of

Minister Asked For Better Road

Local Fishing Boat Burns

Edward Lipsett, Halibut Vessel and Troller, Lost in Ogden Channel

City Man Sea Victim

Raymond Olsen Lost in Sight of Wife When Boat Capsizes

Royal Canadian Mounted Police joined today off Birnie Island, north of Port Simpson, in search for the body of Raymond Olsen, young Prince Rupert fisherman, who was lost Sunday afternoon in the waters of Chatham Sound, outside of Prince Rupert.

The Clausen & Son fish packer Hillside, Capt. T. E. Scott, was towing a fish camp into port from Wark Channel and young Olsen, who had been employed on the camp scow, was following behind in his own trolling boat Lazy Boy.

Olsen's wife was sitting on the camp scow and suddenly noticed that the Lazy Boy was deeply listed on its side and her husband was standing on it. She screamed and a dinghy was launched. At the same time, Robert Berthelet, crew member, dove into the sea and actually succeeded in getting hold of Olsen who, by this time, was in the water. However, he could not hold on.

Olsen then disappeared and, despite reconnoitering, he was not again seen.

The tragedy was reported to the police on arrival in port and the FML-15 was dispatched to the scene.

Olsen is the son of Mr. and Mrs. Christian Olsen, 508 Sherbrooke Street, Prince Rupert. Besides his wife, Phyllis, he has two small children, one a little boy was on the camp scow with his mother.

No Plane, Just Ice

That was the report today of a Tenth Squadron land rescue team which went into the Kenai Lake region near Seward to investigate whether "wreckage" reported sighted last week might be that of the missing Canadian Korean air lift plane which vanished July 21 with thirty-eight persons aboard.

Lieut. Richard Marsh, head of the land rescue operations, and Sgt. William Murphy flew low over an object sighted by James Carey of a construction company crew. They were observers in a helicopter. They said:

"The object was ice formation which, to an untrained eye, could easily be mistaken for an airplane at a distance."

The air lift plane disappeared over the Alaska Panhandle while on a flight from Vancouver to Tokyo. It carried a Canadian crew of seven, two Canadian Navy men and 29 military personnel.

obligation to maintain her plans. Much as we all regret the necessity, there are other things more important at the moment."

Toronto Telegram: "Each member of a family would understand the anxiety our daughter would be undergoing at this minute. This worry for Princess Elizabeth should not be increased by pressure from Canada undertaken under most difficult conditions."

Victoria Daily Times: "Canadians, in the main, will give concurrence to the suggestion that the tour be abandoned if the young woman, next in line for succession, would prefer to remain with her father."

Germany to Raise Army

Formal Invitation Sent From Commissioners

BON, Germany (CP)—Allied high commissioners today formally invited Western Germany to raise an army for the west.

John J. McGloy, for the United States, Britain's Sir Ivone Kirkpatrick and Andre Francois-Poncet of France met with the federal chancellor, Konrad Adenauer, and informed him of their governments' decisions to accept Western Germany as a full defence partner and to negotiate a peace contract ending the six-year Allied occupation.

Negotiations thus initiated may take weeks or months but are expected to ultimately add about ten German divisions or 250,000 men to General Dwight D. Eisenhower's army.

More Industrial Sites Needed

So Provincial Government Will Be Asked to Assist in Rezoning Here

There are almost no industrial sites available in Prince Rupert as matters now stand so provincial government zoning engineers will be invited to come here to advise city council on rezoning the city for additional sites.

Giants Keep In Running

NEW YORK (CP)—The relentless New York Giants slashed idle Brooklyn Dodgers' lead to two-and-a-half games yesterday with a 4 to 3 victory over Boston that fired new hope in their long shot pennant chances.

Brooklyn still needs any combination of four wins of New York defeats to clinch the National League championship.

Dodgers, enjoying an off day before a night doubleheader in Boston, have seven games to play and the Giants only four.

After four in Boston, Brooklyn winds up with three in Philadelphia.

The Giants play in Philadelphia tomorrow and Wednesday and finish at Boston Saturday and Sunday.

Eddie Stanky, whose error opened the door for a two-run Boston rally in the fourth, struck the winning blow with a ninth inning single. The teams were tied 3-3 going into the last of the ninth. Stanky singled off the glove of Third Baseman Sibby Sisti who just moved from shortstop in the eighth, and Williams scooted him with the winning run.

No games were scheduled in the American League.

Free and Frank Talk At Highway Meeting

Alarm Expressed Over Relocation Proposal—Hard Surfacing in North Demanded

Attracted by the prospect, which materialized, of a free and active discussion of the highway situation, with particular reference to road conditions through the central interior into Prince Rupert, a larger than usual public meeting audience gathered last night at Civic Centre to hear Hon. E. C. Carson,

Peace Talk Suspended

TOKYO (CP)—The United Nations command tonight offered to resume liaison talks with the Communists at Kaesong tomorrow despite Communist walk-out from the session today.

The Reds walked out when Allied officers insisted on discussing conditions under which the truce talks could be resumed.

Meantime United States Sabre jets today shot down five Russian-built, MIG 15's and damaged five in the longest jet battle in history—35 minutes over North Korea. All of the United States planes returned safely.

Would Allow Italy Arms

PARIS (CP)—Great Britain, the United States and France will publish a joint declaration tomorrow saying that Italy "is no longer subject" to her peace treaty arms limitations.

Diplomatic informants in Paris said the three western powers would say in their declaration that "changing circumstances" since the Italian treaty was written have made it no longer necessary to compel Italy to abide by certain treaty clauses.

minister of public works.

Mr. Carson ably reviewed the government's record in regard to highway construction and submitted that a tremendous amount of credit was due the people of British Columbia for the type of highway system which the province now had and by means of which one can today travel from one part of the province to the other.

The minister admitted that the roads might not be all that could be desired and that the ultimate goal was to have a system of permanent hard surfaced instead of gravel roads but, nevertheless, asserted that, all difficulties and factors considered, he was proud of the roads of the province, particularly when one took into consideration the limited population and the difficulties of financing.

Mr. Carson denounced the policy of the department whereby permanent road reconstruction and hard surfacing was being brought progressively and continuously northward toward this part of the country instead of carrying out the permanent work from two ends or doing pieces here and there between.

REACTIONS

While the minister made an able presentation of the government's current policy, it quite evidently did not satisfy his audience. In a question and discussion period that followed, local spokesmen expressed concern over the announcement that Mr. Carson had made earlier in the day through the Daily News, reiterating it at the meeting, that there was to be relocation of 22 miles of the Skeena River Highway in the lower Skeena Valley to get it away from the Canadian National Railways right-of-way before permanent hard surfacing would be undertaken. It was feared that such a relocation might delay for years the making of a permanent road.

Discontent was also expressed at the policy of concentrating permanent reconstruction and hard surfacing program from the southward direction towards the upper Cariboo Highway and Highway 16.

Exponents of the local road case, led by T. Norton Youngs, who was chairman of the meeting, Hugo Kraupner, chairman of the Prince Rupert Chamber of Commerce, and H. G. Perry, pleaded vigorously for more attention being given along lines of permanent construction and hard surfacing to northern highways. Long and patiently enough had the people of these parts pioneered it and it was the feeling that they should enjoy at least partially good roads such as now existed in southern parts of the province, some of which were quite as sparsely populated as was this area.

As for the new proposal to reroute the Skeena Highway, Mr. Carson made it clear that the survey was to be given No. 1 priority and, indeed, would have been carried out this year had the engineering staff been available. The minister discounted the fears which had been expressed that the rerouting might delay the permanent road construction for years.

The minister said that he welcomed constructive criticism and pressure for more and better road construction. It all strengthened his hand in seeking more money from government and legislature for highway work. But he asked that such bodies as Chambers of Commerce and Boards of Trade apprise themselves on the facts of the situation.

(Continued on Page 5)

TIDES

Wednesday, September 26, 1951 (Pacific Standard Time)

High	10:55	16.6 feet
	22:38	17.5 feet
Low	4:26	6.6 feet
	16:46	9.6 feet

LIBERAL MEETING

A general meeting of the Liberal Association will be held in Civic Centre, Thursday, September 27, 8 p.m. Discussion of recently announced road policy.

226c

Tuesday, September 25, 1951

An independent daily newspaper devoted to the upbuilding of Prince Rupert and Northern and Central British Columbia.
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What About Highway 16?

IT WAS a kindly audience that heard the Honourable E. C. Carson, Minister of Public Works last evening. The obvious sincerity of the Minister and his friendly personality appealed to his listeners much more than the logic of his arguments in favour of doing the hard-surfacing on Highway 16 only from the southern termination at Lac La Hache.

The technical engineers of his department base their arguments on the cold hard facts that truck traffic is so heavy in weight today that only a solid, relocated highway can stand up against the demands upon it.

This means a slow progress northward year by year according to money made available. The costs of such a relocated road will run around \$150,000 a mile. As it is nearly 700 miles from Lac La Hache to Prince Rupert the disappointing conclusion is that even if the present construction of 10 miles a year is made 20, it will take 35 years for the paved highway to reach Prince Rupert, under the Minister's policy of building only from the south to the north.

This policy is grossly unfair and unreasonable to the north country. It discounts entirely the claims for just treatment by the human beings living here. And it is not good statesmanship to ignore the human element in any part of the state.

We hope and are inclined to think that the Minister was influenced by the sincere pleadings of those who addressed him on behalf of this community last night. He had a sympathetic audience, devoid of all animosity. The logic of his arguments from a technical standpoint was appreciated.

But the proposals of the organizations represented were not frivolous.

They were made in a spirit of tolerant understanding of the high costs involved in a thorough programme.

One proposal was that, instead of concentrating on pushing the pavement only from the south towards the north, that the many stretches of good road here and there which are practically ready for paving should first receive attention and be hard-surfaced.

Another proposal was that hard-surfacing be done east and west and south from the main centres of population on Highway 16.

If these proposals were carried out, the anxiety of motorists would be relieved. Hundreds more tourists would come all the way to Prince Rupert. New residents would remain to help build up the countryside, share in the taxation. Renewed faith and encouragement would hearten the people already here and soothe the anger they feel at the long years of frustrated hopes and neglect.

If there is a sympathetic understanding of the just claims of the people who have built or are building up this northern land; if there is a WILL and a PURPOSE to try to assist them, then a way can be found.

Somehow or other we feel a way will be found if we keep on fighting.

None in the audience which gathered to hear Mr. Carson came to scoff and stayed to pray. Nevertheless, there was sensed after the address of the Minister, a subdued feeling of quiet resignation to the seemingly inevitable fact that no improvements of any importance would be undertaken on the northern highway.

But the public minded citizens, many of whom are too old to reap what they are sowing, must keep right on with the seeding of good arguments and it can not always be on stony ground.

It was a good and pleasant meeting with fairness shown by the Minister and the speakers for our side.

But though we have hopes of a change in policy, we left the meeting feeling like Omar Khayyam who, "heard great argument about it and about; but evermore, came out by the same door as in I went."

Scripture Passage for Today

"That good thing which was committed by thee keep by the Holy Ghost."—II Tim. 1:14.

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In Korea—

The War for the Minds of Men



By JOCK CARROLL

One day last summer I was being driven through the ruined city of Taejon in a military jeep. The jeep's driver's name was George.

Along both sides of the road we passed little groups of Korean refugees. Old men in their white coats. Women in baggy pantaloons made from army blankets. Little children in any kind of ragged clothing.

They were trying to set up housekeeping again in the pitiful heaps of blackened stone which had once been their homes. They squatted in the debris on their haunches, Korean fashion, picking over the rubble for anything of value that might have escaped the bombs and fires.

One of the jeep passengers said, "You wonder how they stay alive."

George, the jeep driver, said, "I don't know how the gooks live—and I care less."

A few moments later we approached a Korean woman and a Korean girl, walking down the street toward us. The girl wore the cap, khaki slacks and khaki blouse of the South Korean Army.

"Watch this!" said George. As we came even with the pair, he slowed the jeep, stuck his hand out and grabbed at the girl's breasts.

Partly from the force of the grab, partly from surprise, the girl stumbled back against her companion. She turned and stared after our jeep in bewilderment.

George laughed. "Did you see her jump?" He went on, "Some of the guys go for these female gooks. Not this boy. I wouldn't touch them with a ten foot pole."

George honked his horn at a Korean woman cutting across the road ahead of us. An infant was strapped to her back in a red 'chone,' or baby blanket. The woman was looking the other way. She did not hear the horn. George pressed down the horn and held it there. The jeep did not give an inch. Half-a-step from destruction, the woman looked around, saw us, and jumped back.

"If you run over a woman gook," said George, "they say you always kill three. Her, the kid on her back and the one in her belly."

It's true George wasn't typical of the soldiers in Korea. On the contrary, for every George there were dozens of GIs who picked up Korean orphans, clothed them, fed them and, quite literally adopted them. They adopted so many that it became an actual military necessity to periodically round them up and put them in proper orphanages. Orphanages, in many cases, financed by the soldiers themselves.

No, George wasn't typical. But his existence in any quantity is a serious handicap to the West in the world today. Every racial discrimination incident is magnified by the Communists. So much that the less well-informed parts of the world think the incidents are typical of our life.

The number one fact in Asia today is the rising feeling of independence. They feel passionately they have been dominated and exploited by the white race.

Despite what George thinks, people with brown and yellow skins are not basically inferior. They may happen to lag behind us technically and in scientific thought, but Japan recently showed us how quickly the gap can be closed.

Asiaties have as much native intelligence as we have. And in some ways, such as the capacity for hard work and study, they are better than we are because they have not been softened by years of good living.

If it's in the realm of psychological warfare, it seems to me, we're losing ground in Asia. We are, as we must, arming physically. But since World War II, Russia has absorbed half a dozen countries—nearly one-quarter of the world's population. In doing so, Russia, herself, hasn't fired a single shot.

She did it by winning the battles for the minds of men.

She tells people all men are equal, regardless of the color of their skin. She tells people they should enjoy the fruits of their own labor. She tells people they

have a right to jobs, food, clothing and education.

Communism provides these things by turning people into slaves. But by the time the people discover this, it is too late. They are in a police state. The Communist revolution is the final revolution. In previous times a revolutionist had only to pick up a rifle to become the equal of a government soldier and to revolt. Now the government has planes, tanks and machine guns. Revolution is not possible.

But the important thing is that the things the Communists

(Continued on page 6)

ray ..

Reflects and Reminisces

Chemical discoveries are prolonging life, but suppose that life alone is extended without keeping the body in a corresponding state of vitality and vigor? There might be a lot of head scratching going on, especially in the Department of Pensions in Ottawa.

COMING UP

Prince Rupert will have curling next winter. This is costing a penny but it's just as well to admit it's in the bag. So that's that. As for hockey, why not? Personally we feel hockey is faster. Curling is more bland and gentlemanly. Hockey has more of the devil in it which explains the preference.

A British atom scientist has announced that man may some day rocket to Mars on a beam of electrified particles called ions. A tip for those who have not, as yet, had their vacat-ions.

ELIZABETH!

There could be another Queen Elizabeth, . . . after the lapse of centuries. For there is, today, but not enthroned, a woman of that name. However, in a world of changes and uncertainties, one may dare suggest. Once, a Queen Elizabeth reigned whose infant navy destroyed the armada of Spain, whose adventurers and explorers encircled the globe and when the name of William Shakespeare was first heard.

WELL QUALIFIED!

Prince Rupert's muscular curlers should be invited next winter to take their brooms home with them. For there's many a tired wife and mother wao'd be enchanted to hear the parlor carpet being swept with the same vitality and vigor demonstrated on the ice. This is a practical way of helping in the house. And besides, friend husband has shown how well he can sweep.

From the day of his arrival in Canada, years ago, Viscount Alexander has stood in with the press. He always knew what to do and what not to do. In other words, he always co-operated with the reporters and photographers. He could, if he felt like it, make it difficult for them. But this he was never known to do for, unlike many a predecessor, he realized what was expected of him without undue delay. The story and the picture were always there.

The tendency of Mr. Bevan to stamp out of the room where he and his colleagues are in conference is becoming more pronounced as the British election lengthens. Wonder if he can be copying the Soviet Foreign Secretary. When he leaves a room, while talking with the UN he always stamps. He has not yet been known to walk.

VICTORIA REPORT

... by J. K. Nesbitt

Other Royal Visits—Many of Elizabeth's Forebears Have Come

VICTORIA—Next month's visit of Princess Elizabeth and the Duke of Edinburgh has sent historians looking back into the records for glimpses of other Royal visits to this province.

Many of Elizabeth's royal forebears have come to this capital and have stayed at Government House, where the Princess and her husband, the Marquis of Lorne, who was Governor-General of Canada. They came here in 1882 and stayed at old Cary Castle, the first Government House, which was burned to the ground in 1898. The Lieutenant-Governor then was Hon. Clement Francois Cornwall. Princess Louise was the great-great aunt of Princess Elizabeth.

First British royal visitor to Victoria was the Princess Louise daughter of Queen Victoria, and her husband, the Marquis of Lorne, who was Governor-General of Canada. They came here in 1882 and stayed at old Cary Castle, the first Government House, which was burned to the ground in 1898. The Lieutenant-Governor then was Hon. Clement Francois Cornwall. Princess Louise was the great-great aunt of Princess Elizabeth.

King George V and Queen Mary, when they were Duke and Duchess of Cornwall and York came here in 1901. The new Government House was building at the time and so the grandpar-ents of Princess Elizabeth stayed at the Mount Baker Hotel on the Oak Bay waterfront.

In 1912 Elizabeth's great-great uncle, Prince Arthur, the Duke of Connaught, Governor-General of Canada and son of Queen Victoria came to Victoria with his Duchess, who was the Princess Louise of Prussia, and their daughter, the Princess Patricia. They stayed at the present Government House when Hon. T. W. Paterson was Lieutenant-Governor.

Elizabeth's "Uncle David," the Prince of Wales, now the Duke of Windsor visited Victoria in September of 1919 and stayed at Government House with the Lieutenant-Governor, Sir Frank Barnard, and Lady Barnard. It was the first of three visits. In 1924 Edward came back to Victoria, incognito, as the Earl of Renfrew, and stayed at the Empress Hotel, although he attended a dinner and ball at Government House as guest of the Lieutenant-Governor, Hon. Walter C. Nichol, and Mrs. Nichol. In 1927 the Prince of Wales was

(Continued on page 3)

New Bank Is Opened

Great Nova Scotia Building in Toronto Inaugurates Today

TORONTO—A lieutenant-governor, provincial premiers, Canada's Minister of Finance, the governor of The Bank of Canada and president of the Canadian National Railway all appeared on a public platform at Toronto at noon today to mark the opening of a 25-storey bank structure which symbolized Canada's economic "coming of age."

Premier Angus Macdonald, of Nova Scotia, and Premier Leslie Frost, of Ontario, appeared in person while the premiers of every other province were heard in messages they had specially recorded for the occasion. Present also on the platform were Mayor Hiram McCallum of Toronto, and officials of The Bank of Nova Scotia who saw the building they had planned 20 years ago officially opened.

The new Bank of Nova Scotia Building—twice as high as Niagara Falls, with floor space one and a half times that of the Roman Coliseum—is the third large financial structure to be completed in recent years at Toronto's main intersection. Government and business leaders cited this as evidence of Canada's growing economy which has become more and more sustained by Canadian's own efforts.

"It is a sign and a symbol of the faith the bank has in its own future and in Canada," said Premier Macdonald. "Works of this sort are not undertaken by the faint of heart and dull of soul."

More than a Story of Steel and Stone



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Air Passengers

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Mrs. E. Garner, Y. MacKinnon, H. Chis, J. C. Wong, R. O. Sprague, Mr. Robertson, S. Reid, To Sandspit (today)—ham, Mr. and Mrs. S. Reid.



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Hearing at PRINCE RUPERT by the Inquiry Board

Notice is hereby given that the Industrial Conciliation and Arbitration Act Inquiry Board will hold a hearing in the Prince Rupert Civic Centre Association Lounge, Prince Rupert, B.C., on September 27th and 28th, at 10 a.m., at which submissions will be heard from labour, management, municipalities, and Boards of Trade, desirous of making representations for amendments to the I.C. & A. Act. Anyone desiring to make representation is invited to attend.

Industrial Conciliation & Arbitration Act Inquiry Board

Room 242, Parliament Buildings, Victoria, B.C.
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Mayor, Alderman Hills to Travel

Mayor H. F. Glassey and Ald. George Hills last night were elected by city council as delegates to three major conventions—the Central B.C. Municipalities Association meet at Prince George; the Union of B.C. Municipalities convention at Harrison Hot Springs, and the B.C. Aviation Council meet also at Harrison.

Dates of the conventions follow one another, the Prince George gathering to start on October 6.

Meanwhile, Prince Rupert Chamber of Commerce will be approached by City Clerk R. W. Long regarding any briefs or resolutions with regard to air travel problems.

City Approves Property Sales

Following property sales were approved by city council last night:

Lot 17, block 33, section 1, for \$675 to S. D. Johnston & Co., for F. A. Taylor.

Lots 15 and 16, block 2, section 7, for \$350 to Frank Warne.

Lot 10, block 14, section 6 for \$525 to Anna E. Johnson.

Ald. H. S. Whalen was appointed acting mayor in the absence of Mayor Glassey.

Announcements

Presbyterian Church Tea at the home of Mrs. George Mitchell, 333 5th Ave. East, September 27.

Catholic Fall Bazaar, October 3 and 4.

Men's Rotary tea, October 11, Civic Centre.

Lutheran Tea, October 13.

Rebekah, Bazaar, October 20.

L.O.B.A. Fall Bazaar, October 26.

Women's Hospital Auxiliary Halloween Tea, October 31, at home of Mrs. W. C. R. Jones, 439 Fourth Avenue West.

Sonja Bazaar, November 2.

Legion Auxiliary Bazaar, November 7.

Presbyterian Church Bazaar, November 15.

The Women of the Moose Fall Bazaar, November 16.

Cathedral Bazaar, Nov. 17.

I.O.O.F. Fall Bazaar November 22.

St. Peter's Fall Bazaar, November 29.

United Church W. A. Fall Bazaar, Dec. 6.

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PULP AND PAPER FELLOWSHIP—Fellowships totalling \$1500 cash were this year awarded by the Pulp and Paper Industry in British Columbia to three U.B.C. graduates of the Faculty of Forestry. The recipients were John Harry Gilbert Smith of Kamloops, David Wilson of Victoria and, above, Jack Burch of Cranbrook who is receiving his \$500 fellowship from Paul E. Cooper, Chairman, Western Division, Canadian Pulp and Paper Association. Mr. Burch left recently for Syracuse University where he will pursue Forest Entomology studies at the New York State College of Forestry. Mr. Smith is attending Yale to obtain his doctorate in Forestry and Mr. Wilson is attending the University of California pursuing research in forest economics for his Ph. D. Degree. He is twice a winner of a Canadian Pulp and Paper Association \$500 fellowship.

VICTORIA REPORT (Continued from page 2)

back again, this time with his favorite brother, Prince George. They were at Government House with the Lieutenant-Governor, Hon. R. Randolph Bruce, and his niece, Miss Helen Mackenzie.

In 1929 King George V's third son, Prince Henry, the Duke of Gloucester, and Elizabeth's uncle, arrived here from Japan in the liner Empress of Asia after investing Emperor Hirohito with the Order of the Garter. He was at Government House with Lieutenant-Governor Bruce and Miss Mackenzie, in Vancouver, on his way east he fractured his collarbone in a polo game and had to remain several days in hospital.

In 1939 the Princess's parents, King George VI and Queen Elizabeth stayed two days at Government House with the Lieutenant-Governor and Mrs. E. W. Hamber.

The Princess's second cousin, and her great-uncle, the Princess Alice, and the Earl of Athlone, Governor-General of Canada, were several times at Government House during the regime of Hon. W. C. Woodward.

So it is Princess Elizabeth will feel much at home, knowing she is resting in a mansion where many of her people have enjoyed relaxation before her.

She will be interested, too, to know that in British Columbia's stately Government House, a good friend of her father's, President Franklin Roosevelt, and Mrs. Roosevelt, who has several times visited Buckingham Palace, had luncheon with Col. and Mrs. Hamber in 1937.

And now two more illustrious Royal visitors are due to add further lustre to the roster of distinguished people who have swept beneath the wide roof of the beautiful home the taxpayers maintain for the representative of the King in this province.

Will Attend World Series

Mr. and Mrs. Ed Garner, Mr. and Mrs. Jack McNulty and Miss Sheila Ramsay of this city will attend the 1951 World Series in New York, and Brooklyn. They are now in Vancouver and will proceed East from there tomorrow.

Mrs. Will Robinson of Terrace is making a trip to Alaska this week on the Princess Louise.

Amy Vanderbilt Compares Blue Bonnet — It's Her Favorite!



Accept an invitation from Amy Vanderbilt. Compare BLUE BONNET Margarine with any spread at any price. Like the noted New Yorker, you'll love BLUE BONNET's fresh, sweet flavor! Rich nutrition! Real economy! BLUE BONNET is Canada's fine quality all-vegetable margarine. Use BLUE BONNET in cooking on vegetables, as a delicious spread. Buy BLUE BONNET and get "all three" — Flavor! Nutrition! Economy!

BLUE BONNET Margarine is sold in two types — regular economy package with color wafer, and also in the famous YELLOW QUICK bag for fast, easy cooking.

BT-17

Local and PERSONAL

Mr. Justice J. M. Coady, after presiding at the Supreme Court Assizes here, left for Vancouver today on the Camosun.

• Duchess of Edinburgh IODE Home Cooking Saturday, Sept. 29. Gordon & Anderson's. (226c)

D. F. Christian, court stenographer for the Supreme Court Assizes here, returned to Vancouver today on the Camosun.

• For a really fine gift we have some very fine quality solid leather ladies' bags. Prices from \$10.00 up. Bulger's Jewelry Store. (11c)

C. G. Muller and son, James, of Terrace are visitors in the city. The latter is a witness in a civil case at the Supreme Court Assizes.

• To all Laborers — Special meeting of Local 1427, Sept. 27th Carpenters' Hall, Fraser Street, 8 p.m. Full attendance requested, also all truck drivers. J. H. Mair, business agent. (h)

Mr. and Mrs. Frank Price, who have resided on Wales Island in connection with Canadian Fishing Co. operations there, returned to Vancouver today on the Camosun.

Mr. and Mrs. Gustav Wacker, touring this area and round trip passengers on the Camosun from Prince Rupert to Stewart, returned today to their home in California, sailing on the Camosun.

• A meeting will be held at the Rupert Bowling Allies by the Young People's Bowling League on Wednesday, Sept. 26 at 8 p.m. Election of officers and other league business will be discussed. (226c)

Guest speaker and artist at this week's luncheon of the Prince Rupert Gyro Club on Wednesday will be Bogumil Sykova, famous Russian 'cellist', who will be heard in recital tonight at the Civic Centre.

Miss Frances Cumming of Prince Rupert, who is on a visit to England, was registered during the past week at British Columbia House in London. Miss Cumming will be returning to Canada early in November.

Hon. E. C. Carson, minister of public works, and W. W. Wright, Conservative organizer, left by car today for the central interior. Mr. Carson will speak in Terrace tonight and will also be at Smithers, Burns Lake, Vanderhoof and Prince George.

Women's Auxiliary to the United Fishermen and Allied Workers' Union will be holding a telephone bridge this Wednesday at the homes of Mrs. A. Gomez, Mrs. E. McGregor, Mrs. C. Hunter, Mrs. T. Parkin, Mrs. O. Newton and Mrs. F. Holden.

• The monthly dance of the Prince Rupert Aero Club will be held at Seal Cove on Saturday Sept. 29. All members wishing to attend should submit names of themselves and their guests to J. S. Burns or Doug Hague, on or before Friday. DOOR PRIZE. (229c)

NUGGET

DARK BROWN SHOE POLISH

Preserves Leather

UNION STEAMSHIPS

VANCOUVER—VICTORIA
Sunday, 8 p.m., Chilcotin
Tuesday, 12 Noon
Camosun

ALICE ARM, STEWART AND PORT SIMPSON
Sunday, Coquitlam, 11 p.m.

FOR NORTH QUEEN CHARLOTTE ISLANDS.
September 28, 9 p.m.
ss. Chilcotin

FOR SOUTH QUEEN CHARLOTTE ISLANDS
ss. Chilcotin, October 5 and 19
9 p.m.

FRANK J. SKINNER
Prince Rupert Agent
Third Avenue Phone 568

• Regular Moose meeting Tuesday, September 25, 8 p.m. (225c)

Gordon N. Money, Vancouver, Western Canada representative of Hiram Walker and Sons, Limited, is a business visitor in the city.

• Lucky ticket holders in Cambrail nylon raffle for September: First, Muriel Vincent, Miller Bay Hospital; second, Dorothy Kurp, 1537 Piggott Ave. (11c)

Mrs. Harold Lynum of Terrace arrived in the city Sunday on the Camosun from Vancouver where she visited with her son, Godfrey, who was injured during the summer in a logging accident but has now recovered sufficiently to return to University of British Columbia. Mr. Lynum drove in from Terrace to meet her.

SECRET AMAZES FRIENDS!



"Out of the blue..."

"I certainly stole the show the other day when I told my friends the secret of my washing—the whitest in the neighbourhood. Just swish Reckitt's Blue through the rinse," I said, "and out of the blue comes the whitest wash." Reckitt's Blue costs so little and makes such a big difference."

Baking's Easier, Speedier with Wonderful New Fast Rising Dry Yeast!

CINNAMON BUNS

Measure into large bowl, 1 c. lukewarm water, 2 tps. granulated sugar; stir until sugar is dissolved. Sprinkle with 2 envelopes Fleischmann's Fast Rising Dry Yeast. Let stand 10 min. THEN stir well. Scald 1 c. milk and stir in 1/2 c. granulated sugar, 1/4 tps. salt, 6 tbs. shortening; cool to lukewarm. Add to yeast mixture and stir in 2 well-beaten eggs. Stir in 3 c. once-sifted bread flour; beat until smooth. Work in 3 c. more once-sifted bread flour. Knead until smooth and elastic; place in greased bowl; brush top with melted butter or shortening. Cover and set in warm place, free from draught. Let rise until doubled in bulk. While dough is rising, combine 1/2 c. brown sugar (lightly pressed down), 3 tps. ground cinnamon, 1 c. washed and dried seedless raisins. Punch down dough and divide into 2 equal portions; form into smooth balls. Roll each piece into an oblong 1/4" thick and 16" long; loosen dough. Brush with melted butter or margarine. Sprinkle with raisin mixture. Beginning at a long edge, roll up each piece loosely, like a jelly roll. Cut into 1" slices. Place just touching each other, a cut-side up, in greased 2" round layer-cake pans (or other shallow pans). Grease tops. Cover and let rise until doubled in bulk. Bake in modera to oven, 350°, 20-25 minutes. Serve hot, or reheated.

• No more taking chances with perishable yeast cakes that have lost their leavening power! New Fleischmann's Fast DRY Yeast keeps full strength and active right till the moment you use it. Needs NO refrigeration — keeps safely in your cupboard. Try its marvellous results in your next baking.

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6 cu. ft.	\$344.50
8 1/2 cu. ft.	\$431.50
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NORTHERN B.C. POWER Co., Ltd.

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Prince Rupert, B.C. Stewart, B.C.

MINISTER ASKED
Continued from page 1

be realistic in their
There were many
public funds. He, for
money became avail-
public works and less
purposes. But that
of government pol-
and his department
all, governed by the
which were made

minister spoke of the
costs of highway con-
Government work
to all contractors in
who were financially
and had the equip-
ment reasonably cer-
getting into trouble.
ministry, the minister
not a major problem
Columbia today. The
problem was that of
building on which the
system depended. There
miles of bridges in the
today and fifty miles
would have to be re-
five years, Mr. Carson
would take \$50,000,000

son contended that the
the British Colum-
reasonable one, lower,
many of the prov-
minister dealt with the
of snow removal
crossing.

we were mounting, the
pointed out, and, in
that, fast and heavy
it apparent that
level road would no
Strongly based roads
permanent hard surface
the order of the day,
that the policy was to
fast the most heavily
and essential roads,
son told of work that
carried on in the
part of the province.
work on other roads in
nearing completion,
saw hope for more
being expended on the
the northern part in
immediately ahead.
repeated his statement of
the day that it would

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Relief — Breathing becomes
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section of Highway 16 in the
lower Skeena Valley from the
C.N.R. right-of-way. In view of
the necessity of servicing grow-
ing industry and employment in
this section, this was a "first
priority job."

The minister also expressed
his desire of extending the north-
ern transprovincial highway
eastward from Prince George to
Yellowhead Pass as soon as pos-
sible.

UNUSUAL SEASON

British Columbia had once
again experienced what might
be called an unusual summer,
said the minister. It had been, so
far as weather is concerned, all
that the vacationist could want.
Greatly increased numbers of
home and visiting travelling
motorists had enjoyed the new
paved sections of the highway
system. "I also know," the min-
ister admitted, "that a great
many who travelled farther
afield—up the Cariboo—on the
Northern Trans-Provincial—the
Big Bend and the Southern
Trans-Provincial, suffered some
discomfort from dust and rough
gravelled roads.

The long dry spell added to
the difficulty of adequately
maintaining this mentioned type
of road. Many recommendations
from interested motorists had
been made as to how to economi-
cally better these road surfaces.
One recommendation was more
frequent use of graders. This
does give some very temporary
improvement on extremely dry
roads. However, over such a dry
spell as this season, it had the
effect of further loosening the
surface and, with heavy and fast
moving traffic, it had the ten-
dency of having such finish as
may remain either being blown
off the roadway or being blown
away as dust, the result being
a surface rougher than was
started with. The only satis-
factory and economical way to
cure this problem was to build
the type of modern highways
that we have been building dur-
ing the years since World War
Two.

"The above would appear to be
a simple solution and, if given
the additional technical person-
nel to make surveys and draw
up the plans—the materials for
bridges, culverts, etc.—and the
cat-drivers, steel erectors, etc., it
would be. However, the vital
need is money. Just where are
the additional funds to come
from?

"We have for the past several
years been investing approxi-
mately twenty million dollars
per year in new construction, re-

EASES BREATHING...



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FROM HAY FEVER AND
ASTHMA**

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Relief — Breathing becomes
more free and natural.

• Brings effective relief even to
chronic Asthma and Hay Fever
sufferers. Over 60 years in use.
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sired — Ask your nearest dealer.

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Est. 1854

**KELLOGG'S
ASTHMA
RELIEF**

construction, building bridges
and culverts and in modern as-
phalt paving. These rebuilt pav-
ed roads are, when minor defects
are repaired, good for over 20
years, with moderate mainte-
nance costs, or good until such
times as it is necessary to expand
from two to four lanes to meet
traffic requirements.

"Before the present year is
ended, we will have committed
on capital highway works the
amount authorized by the gov-
ernment, namely approximately
seventeen million dollars—four-
teen million to be provided by
the provincial government from
loans and the balance of three
million dollars by the federal
government as their contribution
to this year's program of work
on the Trans-Canada Highway.

"The above seventeen million
is for new capital work on main
and essential secondary high-
ways and is in addition to—and
I repeat—is in addition to—the
nine million, three hundred and
fifty thousand voted by the leg-
islature for maintenance pur-
poses. Adding these two amounts
together, we are spending on
purely maintenance and invest-
ing in new capital works the ap-
proximate amount of twenty-
seven million during the cur-
rent fiscal year."

Relating these figures to popu-
lation, which was approximately
1,300,000, Mr. Carson pointed out
that for this phase of govern-
ment service there is being pro-
vided and expended twenty dol-
lars for every man, woman and
child of population. Looking at
this picture from another angle
—and having in mind there are
about 265,000 registered motor
vehicles operating in the province
today, and relating the expendi-
ture to the number of motor ve-
hicles, the minister said that the
expenditure per motor vehicle
amounted to over \$100.

"I have given you this infor-
mation to advise you of what
is being provided to improve
our highway system and fur-
ther to say that while I could
personally wish for greater
amounts of funds being made
available to this department,
I do not feel that your Coali-
tion government has given this
phase of government service
great consideration. I believe
I would be correct in saying
that on our roads on a per
capita basis we would compare
favorably with any province in
Canada.

Let us consider for a moment
the direct revenue derived from
the motorist, including buses,
trucks, motorcycles, etc. From
this source this year there will
be available, after taking care of
old and current borrowings for
road purposes and after provid-
ing from this same source an
estimated one million, nine
hundred and seventy-five thou-
sand dollars to the municipali-
ties the amount of nine and one
half million. We are inclined to
criticize the maintenance of
roads, but we should be prepared
to offer constructive suggestions
for improvement.

"Modern highway construction
in this province, because of the
physical characteristics, was a
very costly business," said the
minister, who went on to detail
costs of various projects.

"On the Cariboo Road leading
north to Prince George and the
John Hart Highway to Dawson
Creek in the Peace River coun-
try, we have completed and paved
the section between Cache
Creek, where this highway leaves
the Trans-Canada, to Lac La
Hache," the minister stated. "We
will soon be calling a further
section from the end of the
present pavement at Lac La
Hache. When completed this
will remove one of the roughest
sections of our main travel
roads.

"While the remaining sections
of the John Hart Highway be-
tween Prince George and Com-
motion Creek will be broken
through this year, I doubt at
this time, that it will be possible
or wise to open this route on the
eve of winter. There will still
remain the Parsnip Bridge to
construct and several miles of
surfacing to be completed. We
did earlier in the year call for
tenders on the substructure for
the Parsnip Bridge, but owing to
the difficulty of access or for
other reasons we felt that then
tenders were too high, and hence
they were not accepted. This
gap can be quickly bridged by a
temporary pile structure when
the need arises. Farther east on
this same route a further project
is being carried out and also the
remainder of the connection be-
tween Pouce Coupe and the Al-
berta boundary is under recon-
struction.

"On the Northern Trans-
Provincial Highway construc-

tion of the important section
between Prince Rupert and the
new Columbia Cellulose plant
at Port Edward has been com-
pleted and hard surface is pro-
ceeding. A number of smaller
jobs along this northern route
have been undertaken or com-
pleted. Here again we have a
vast empire which is now com-
ing into its own industrially.
Having this development a
reality it will now be necessary
to give this section of our vast
province increased attention in
the way of maintenance and
reconstruction. As a part of
this increased program we
have already provided for
snow service between Prince
Rupert and Terrace.

"The keeping of this section
of the highway open for the first
time during the winter months
will enable the motorists to
travel from the Coast or the
Interior of the province to
Prince Rupert by motor all the
year round except in those per-
iods of extreme storm when one
could possibly be held up for a
short period of time." Mr. Car-
son expressed hope that, now the
highway was to be kept open
during the winter, it would be
used.

DISTURBING

Opening the discussion period
following Mr. Carson's address,
T. Norton Youngs informed Mr.
Carson of the perturbation
which was felt at the proposal
of rerouting the portion of the
Skeena River Highway away
from the C.N.R. right-of-way.
Now it looked that blacktop-
ping would be deferred to the
distant future. Mr. Youngs re-
called a promise of Premier
Johnson that this road would
be blacktopped by 1953. Even
the Hart Highway would prob-
ably be paved first.

"Here in this part of the prov-
ince," Mr. Youngs said, "we feel
we have some rights. We feel
we have pioneered it long
enough, that we are justified
not only in asking but in de-
manding some attention as well
as in the south.

Mr. Carson said he did not
mean to suggest that relocating
of the Skeena River Highway
would involve years of delay. He
recognized the important indus-
trial developments in the Ter-
race, Kitimat, Prince Rupert tri-
angle and hoped that the perma-
nent road would come "very
soon."

DREAM SMASHED

Hugo Kraupner feared that
the announcement of the plan
to relocate the Skeena River
Highway had smashed the
dream of hard surfacing. He
felt envious of the people of the
south of the province with their
fine highways. After one passed
Lac la Hache it seemed like be-
ing in a new country. Why
should there not be some black-
topping of stretches of Highway
16 that were already prepared
with base for such work? Why
not look after Highway 16 just
for a change? Why not start at
the Prince Rupert end? There
should at least be a show of ef-
fort, Mr. Kraupner felt.

Told by Mr. Carson that his
department would be glad to
spend all the money which the
Legislature allowed, Mr. Kraup-
ner commented that "we will look
forward to our local member,
Jack McRae, pressing for the
funds for the program of reloca-
tion and permanent recon-
struction from this end of the
highway." He spoke of the ad-
visability of dealing with dan-
gerous curves between Galloway
Rapids and Prudhomme Lake
and saw no reason why there
should not be early blacktopping
toward Prudhomme Lake and on
to Tyee and then from Kwinitsa
to Terrace. There should be no
further delay in clearing out
dangerous washouts in the Ans-
bury area.

APPEALS FOR NORTH

H. G. Perry, who Mr. Carson
had expressed pleasure earlier
at seeing, paid tribute to Mr.
Carson as a minister who was sincere
in his endeavor to do his job
faithfully and well. He felt that
the audience tonight had shown
a degree of calm and restraint
which might not at all times be

so marked. Possibly Mr. Carson
had missed the point of com-
plaint in the hearts of the people.
There was no particular envy of
other parts of the province—
some as sparsely populated as
this—which today enjoyed paved
highways.

"But," continued Mr. Perry,
"many of us who have spent the
best years of our lives here feel
that we have been sadly ne-
glected."

Speaking of the policy of de-
veloping permanent highways
gradually northward from the
centre of population, Mr. Perry
suggested that Mr. Carson might
take into consideration "the
human point of view" as well
as listening only to the views of
the technical men of the depart-
ment who wanted a continuous
uninterrupted highway all the
way from the south.

"How many years was it going
to take to complete such a fine
highway to this part of the coun-
try?" Mr. Perry asked.

There were many points which
could be tackled today with per-
manent reconstruction and hard
surfacing, Mr. Perry contended.
"Why not modify the claims of
the technical men and listen to
the voice of the people?" he ex-
horted the minister. Why not
get down to a more moderate
plan? Instead of taking forty or
fifty years to push northward,
why not put a little black top
here and there and give us
something to make life a little
happier in this generation?

Mrs. J. T. Harvey spoke appre-
ciatively of the work Mr. Carson
was doing. She felt that money
made available to him would be
well spent and that he had in-
terests of the whole of the pro-
vince at heart.

Toward the end of the discus-
sion, T. Norton Youngs raised
the point as to whether there
would be gravel available for the
program of hard surfacing the
arterial highway leading into the
city to Seventh Avenue. Mr. Car-
son replied that this matter was
being taken up with the district
engineer with a view to making
the material available.

Mr. Youngs, as the meeting
closed, felt that, while criticism
had been voiced, credit should
also be given where credit was
due. He wished to acknowledge
the co-operation that was being
received from the division en-
gineers.

Council Gives Gravel Order

Contract for delivery of \$63,000
worth of gravel to city stock
piles by Wood & McClay was ap-
proved last night by city council.
Delivery is to be made by Decem-
ber 31.

Cost, said Ald. George Casey,
was cheap, running at \$3.20 a
yard for pit run, \$3.73 for minus
two, and \$4.26 for minus one, for
the roadbuilding gravel.

This year's estimates of \$17,000
for paving will be used to pay
for the gravel. Balance of \$46,000
will be responsibility of next
year's council.

Ald. George Hills, dissenting
in the vote to approve the ac-

tion, said he did not see "why
council should plan for more
than three times as much" road
work next year or for three years
in advance.

"How can we possibly know if
we can finish the job? We should
operate on a year to year basis,"
he declared.

However, most aldermen were
of the opinion that, because of
the uncertainty of obtaining
gravel in this area, and because
of the cost—the same as paid for
gravel four years ago—this was
an "opportunity that we can't
afford to miss."

Ald. T. B. Black said he saw no
reason why there should be any
shortage of binding material, a

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SORE THROAT
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FEEL BETTER FAST!

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Colourful
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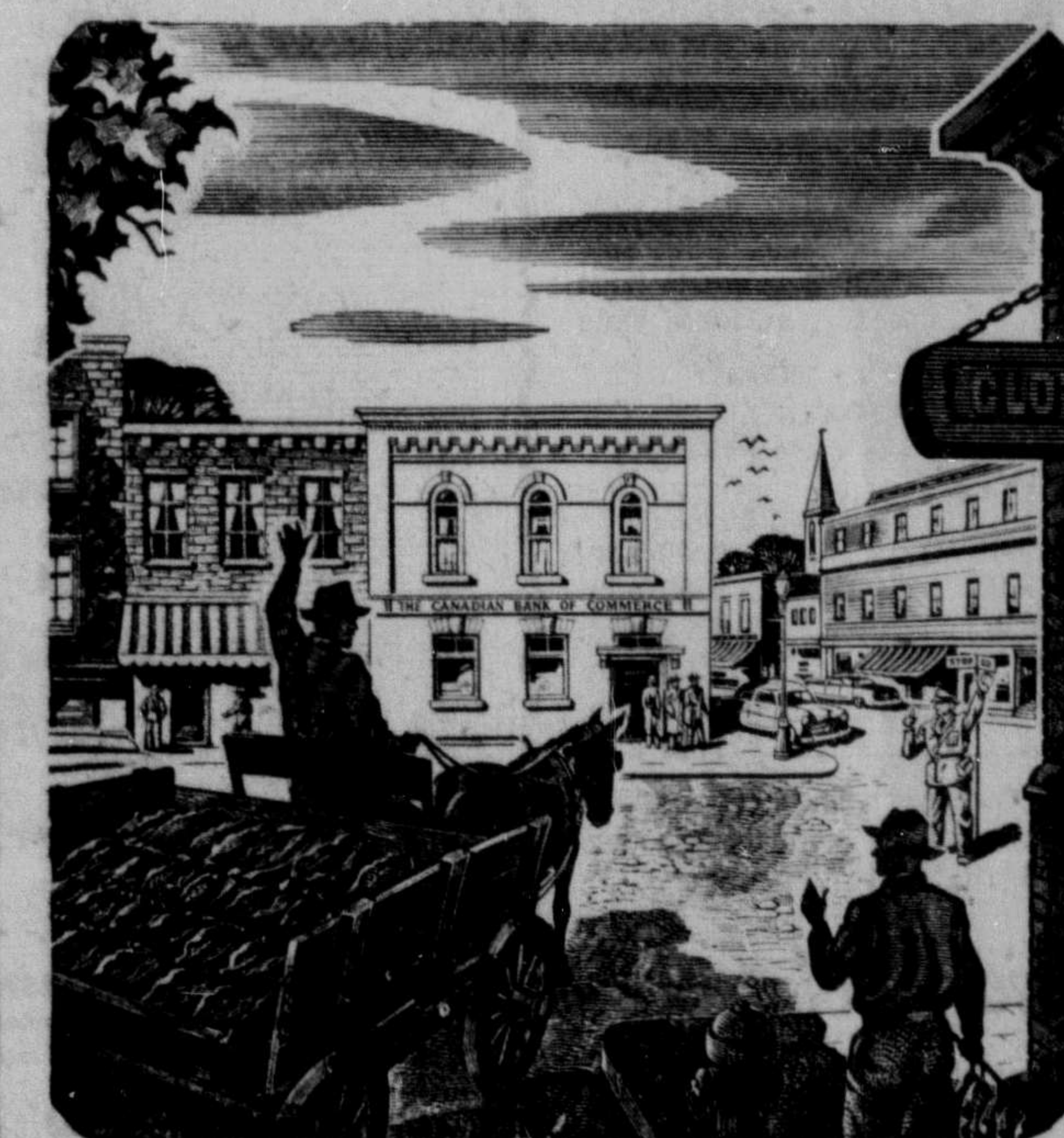
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Sun, rain, soil, people—these produce those
rich crops of peaches, melons, grapes, tobacco...
and the fine towns growing with them.

But mostly it is people who have added
"garden country" to Canada's forests and
wheatfields and mines. People like the
manager at your Commerce branch. He's at the heart
of his town's life—just as his
town is the heart of the district.

He knows his job: to give you the kind of banking
service that is the keystone of
community progress. Get to know
him and the people who work with him to give
you Commerce service. They're worth knowing!

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Junior Vogue

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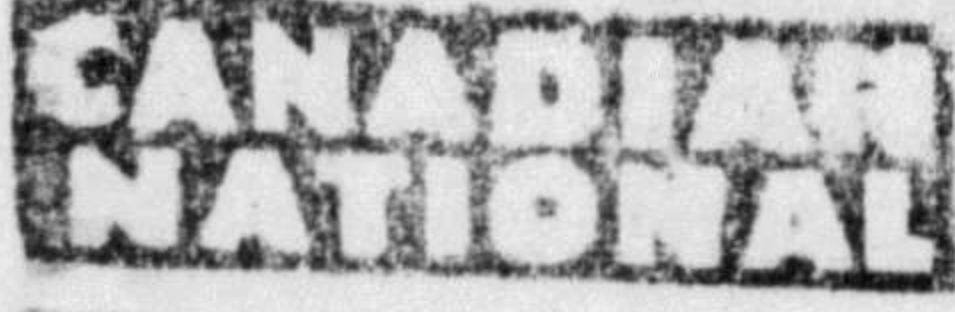
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Reno (asked)	0.5
Sheep Creek	1.70
Silbak Premier	50
Vananda	15 1/2
Salmon Gold	0.2 1/2
Spud Valley	19
Silver Standard	2.60
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Anglo Canadian	7.25
A. P. Con	.50
Atlantic	3.25
Calmont	1.55
C. & E.	16.25
Mercury	20
Okalta	2.75
Princess	1.46
Royal Canadian	19 1/2

THE WEATHER

Prince Rupert—Clear, calm,
cool; low temperature, 45, high,
56. Snow fell throughout yester-
day in Prince George and Cariboo
area. Prince George had 22
above last night, Smithers, 25.



One of the thousand or more
Canadian manufacturers of
aluminum articles reports that
he's making violin strings of
aluminum to replace the tradi-
tional catgut.

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prised by the discovery of new
uses for this modern metal,
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(Subject to Change)

TUESDAY—P.M.

4:00—Sunshine Society
4:30—Tall Tales
4:45—Stock Quotations & Int
5:00—International Comity.
5:10—Bill Morton Sings
5:25—Canadian Amateur Golf

Summary

5:30—Intimate Review
5:45—Lyrical Lady
5:55—CBC News
6:00—Supper Serenade
6:15—Hawaiian Melodies
6:30—Moods in Music
7:00—CBC News

7:15—CBC News Roundup

7:30—Leicester Sq. to Broadway

8:00—Club Date

8:15—Fish, Fresh and Fowl

8:30—Talgain

9:00—T.B.A.

9:30—Continental Varieties

10:00—CBC News

10:10—CBC News

10:15—Let's Find Out

10:30—Adventures of Richard

Hanney

11:00—Weather Report

—Fish Arrivals

WEDNESDAY—A.M.

7:00—Musical Clock

8:00—CBC News

8:10—Here's Bill Good

8:15—Morning Song

8:30—Morning Devotions

8:45—Little Concert

9:00—BBC News & Comty.

9:15—Music for Moderns

9:30—Sunrise Serenade

9:45—Your Music Appointment

9:59—Time Signal

10:00—Morning Visit

10:15—Morning Melodies

10:30—This Week's Artist

10:45—Invitation to the Waltz

11:00—Man and His Music

11:15—Roundup Time

11:30—Weather Report

11:31—Message Period

1:33—Recorded Interlude

1:45—Scandinavian Melodies

P.M.

2:00—Mid-Day Melodies

2:15—CBC News

2:25—Program Resume

12:30—B. C. Farm Broadcast

12:55—Rec. Int.

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Famous Cello of Visiting Artist

Famous artists of the violin
and violoncello usually come into
possession of great instruments
to share their fame, and this
evening when Bogumil Sykora
appears in recital, his listeners
will hear an instrument of fame
equal to his own.



Sykora's violoncello has nearly
200 years of distinguished service
to its credit. It began its career
in 1761 when Joseph Gagliano,
the celebrated Milan violin
maker, received an order from
a member of the Medici family of
Florence to make the instrument.
Towards the end of the 18th
century, the Medicis gave the
distinguished instrument to
Luigi Boccherini, cello virtuoso and
composer who was soloist to the
kings of France, Great Britain
and Spain.

In 1804 Boccherini was ill and
penniless in Madrid. While visit-
ing Paris, the Russian Count
Wielgorsky heard of Boccherini's
plight and sent his personal
secretary to Madrid to purchase
the cello. So the Gagliano and its
sounds were the delight of the
Court's famous musicians.

Some years later the instru-
ment was transferred to the
noble Urusoff family of St.
Petersburg, and was inherited,
eventually, by Prince George
Urusoff. Under the name "George
Boccherini," the latter starred in
the St. Petersburg Russian Im-
perial Opera House as a dis-
tinguished baritone.

In the early 90's Prince Uru-
ssoff and Bogumil Sykora met at
the home of a Russian general,
where Sykora was staying while
a student at the Kiev conserva-
tory. Prince Urusoff became
greatly interested in Sykora's
unusual talent and the two be-
came close friends.

In six years thereafter Sykora
had graduated at Kiev and also
from the Royal Conservatory in
Lipzig, Germany, and returned
to Russia, having been invited
by the composer Glazunoff to
play at the Imperial Conserva-
tory at St. Petersburg. There
Sykora won the admiration and
immediate recognition of every-
one. Prince Urusoff brought him
to the palace as his guest. The
following day Sykora was called
by the Imperial family of Rus-
sia for a command performance.
Prince Urusoff read the invita-
tion, and turning to Sykora said:
"You cannot play for the Impe-
rial Family on that 'rubber ga-
losh'."

"But, I do not have any other
instrument," replied Sykora.

Then the Prince commanded:
"You will play on my Gagliano
cello. Here—take it and prac-
tice."

He practiced — until early
morning. At four in the after-

IN KOREA

(Continued from page 2)

promise are things that we be-
lieve in. All of us except the
"George's." And we should have
a definite educational program
amongst our own people to elim-
inate George's attitude.

But why don't we tell people
these are the things we believe
in? We limit ourselves to extol-
ling the virtues of democracy.
Democracy is a fine way of living
for people who are well-fed, well-
clothed and well-educated. What
the illiterate peasant of Asia
wants is a program for becoming
well-fed, well-clothed and well-
educated.

We made the mistake of in-
sisting that Chiang Kai-shek be-
come instantly democratic. We
withheld arms and supplies
from his government to force
him into co-operation with the
Communists. Are the Chinese
getting democracy now? The
Communists dropped their slogan
"universal, equal, direct and
secret balloting" like a red-hot
poker, as soon as they gained
control.

Under Chiang Kai-shek, there
was the possibility of democracy,
when other problems had been
solved. We naively assumed dem-
ocracy was something you could
institute overnight. In a back-
ward country—and one torn by
war for hundreds of years.

In South Korea we held back
from properly equipping the
army of Syngman Rhee, because
of fears he wasn't democratic
enough. Lack of democracy isn't
Korea's problem. Nor Asia's. It's
lack of a positive program by the
West for lifting the standard of
living of the people.

The meaning of the brother-
hood of man has to be put into
action.

Soon he played at the Kamenny
Cetov Palace for the Imperial
family.

Soon after he was ready to
depart for his first concert tour
through Russia. As he entered
Prince Urusoff's coach, he saw
the box that contained the won-
derful Gagliano cello.

"Why is the cello in the coach?"
he asked the Prince politely.

"I want you to take it and let
all the world rejoice and weep
with you and this instrument, it
is yours!"

If you want to sell it, advertise
it. News classified.

Near East Adventure

Adventure drama set in the
bullet-riddled city of Damascus
during the French-Syrian fight-
ing of 1925, "Sirocco," featuring
Humphrey Bogart, Gerald Mohr
and Zero Mostel, is the current
showing at Capitol Theatre. It
opened last night and continues
until tomorrow.

Bogart plays a gun runner and
black marketer who profitably
fishes in the troubled waters of
the bloody struggle. Miss Toren
is cast as a girl who can take
care of herself in the land be-
yond Casablanca where danger
haunts the streets. Cobb por-
trays a French intelligence offi-
cer seeking to bring peace to the
bullet-torn city.

The war-inspired conflict that
develops between Bogart and
Cobb is intensified by their riv-
alry for Miss Toren, a torrid
temptress, destiny in a low-cut
gown. Against the background
of love and hate which is
"Sirocco," Bogart operates as a
man who gets what he wants in
a world where day begins after
dark. When Cobb is imprisoned
during a hopeless peace mission
to the Syrian's underground
hideout, Bogart becomes involved
in the French officer's rescue,
despite his deep-rooted opposi-
tion to all authority.

The story goes on to a thrilling
climax.

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co-starring
MARTA TOREN · LEE J. COBB
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7-9 p.m. in "PASSAGE WEST"



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lv TERRACE	12:30 p.m. local time
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ar VANDERHOOF	2:30 p.m.	lv SMITHERS	10:20 a.m.
lv VANDERHOOF	2:50 p.m.	ar SMITHERS	10:40 a.m.
ar PRINCE GEORGE	3:20 p.m.	ar TERRACE	11:40 a.m.