

Local Temperature

Minimum	50
Maximum	69

VOL. XXXI, No. 161

PROVINCIAL
LIBRARY
VICTORIA, B.C.

The Daily News

NORTHERN AND CENTRAL BRITISH COLUMBIA'S NEWSPAPER

PRINCE RUPERT, B.C., TUESDAY, JULY 14, 1942

Tomorrow's Tides

(Standard Time)

High	2:05 a.m.	20.4 feet
	14:54 p.m.	19.0 feet
Low	8:45 a.m.	2.5 feet
	20:46 p.m.	7.0 feet

PRICE FIVE CENTS

Soviet Resistance Is Stiffening Now

RETAINING INITIATIVE IN AFRICA

TERRORISM IN FRANCE

Wave of Sabotage for Bastille Day Extends to Low Countries

Allied Air Activity Is Becoming More Intensified Over Libya And Egypt

MAY FALL BACK?

CAIRO, July 14:—Unless Field Marshal Erwin Rommel makes another decisive move forward into Egypt very soon, he may have to fall back to Halfaya Pass in Libya, it is believed by military observers here.

CAIRO, July 14:—Allied air activity is becoming more intensified in the Battle of Egypt. The Middle East Command today announced a stepping up of attacks over the El Alamein area and further to the west. A huge concentration of vehicles, including tanks, was smashed at El Daba. Six enemy planes were shot down in aerial combat and others were hit on the ground. Five enemy planes have been shot down over Malta. In all this action the British lost only one plane.

On land repeated new attacks by Axis mechanized forces have been beaten off by the Allied forces which hold the initiative both on the coast and inland.

Australians and New Zealanders, for whom the enemy has genuine respect, continue to make effective thrusts.

Mega Matruh will be useless as a port for the Axis for a "long time" as result of the heavy naval attack there by British warships, it is believed. Tobruk was the target late yesterday for a three hour raid by the Royal Air Force and heavy damage was done. Explosive bombs were dropped one a minute. There was a direct hit on a ship. Docks were pulverized. El Daba was also strafed.

At least two enemy vessels, laden with ammunition, were sent to the bottom at Matruh by the big British naval guns which gave shipping a thorough beating up.

British Press Now Demanding Second Front Commission Has Been Completed

LONDON, July 14:—In view of the gravity of the Russian situation, the British press is renewing its clamor for the opening of a second front against Germany.

COMMANDOS ORGANIZED

This Type of Free French Force Makes Its First Appearance In Britain

LONDON, July 14:—A new organized unit of French commandos, formed largely from Free French marines, has made its first appearance in Great Britain. It made an effective demonstration.

Former Local Jap Is Dead In Vancouver

Shokichi Nonoyama, former local Japanese, who lived in the city for five or six years and was employed at North Pacific cannery, died on the street recently in Vancouver, according to word received here. He was sixty years of age.

LONDON, July 14:—Milk consumption in England and Wales during May was 86,000,000 gallons compared with the highest pre-war May figure of 66,000,000.

KILLED AT CROSSING

Five Persons Lose Their Lives In Train-Auto Crash in Saskatchewan

LANGHAM, Sask., July 14:—Five persons were killed when an automobile was struck at level crossing here by a westbound Canadian National Railways passenger train Sunday night. All the dead were residents of the district.

TAKE NO CHANCES

LONDON, July 14:—Post-war proposals of the National Council of Labor Colleges include the teaching of politics and elementary economics as ordinary school subjects, "so that the child may never mistake a paper note for real wealth or a millionaire for a national hero."

KING GREETS COMMANDER OF AMERICAN NAVAL FORCE



THREE MORE SHIPS SUNK

Further Attacks by German Submarines in Gulf of St. Lawrence Confirmed

OTTAWA, July 14:—Confirming previous reports, Hon. Angus Macdonald, minister of national defence in charge of naval affairs, announced yesterday that three United Nations ships were torpedoed and sunk in the Gulf of St. Lawrence "about a week ago."

Four members of the crews are known to have been killed, four are reported missing and nine were landed safely, the minister said.

Mr. Macdonald rebuked the independent member for Gaspe, Joseph Saserville Roy, for having disclosed the sinkings in the House last week. There seemed to be little point, he said, in censoring such incidents from press and air if they were to be made known in this way. If such disclosures were made in future, they would be stricken from the records.

Mr. Roy explained that the reason he had made the disclosure was in order to lend strength to the urgency of a secret session of the House being held to consider the defences of the St. Lawrence.

The sinking of the three ships out of a convoy of fourteen occurred on Sunday, July 5, it has now been disclosed.

CHINESE HEADWAY

Moving Ahead Toward Capital Of Changsi Province—Heavy Supplies by Air

CHUNGKING, July 14:—Chinese forces are making continued headway in their drive to regain Nan-chang, the capital of Changsi Province. The Chinese minister of transport says that airplanes are now bringing into China war equipment traffic in volume equal to that which was formerly handled over the Burma road and this will be further increased.

R. A. F.'S LITTLE JOKE

RUISLIP, Eng., July 14:—Residents of this Middlesex town cried "parachutists" when they saw dozens of tiny black objects floating down from a cloud ceiling of 3,000 feet. The "invaders" turned out to be clumps of grass, some with earth attached to them and the best explanation was that the R. A. F. boys were playing a practical joke.

Another Nazi Chief Slain

Need of Keeping Military Traffic Secret Emphasized

LONDON, July 14:—Major Helm, chief of the German Gestapo in Yugoslavia, is reported to have been shot and killed in a street at Zagreb.

He was accompanied at the time by other Gestapo agents.

+ + + + +

MOVEMENTS OF TROOPS

Montreal, July 14:—No information regarding movements of troop trains in Canada may be issued by the railway companies.

Imperative instruction to that effect having been issued by the Department of National Defence and these instructions have since been reiterated.

+ + + + +

BULLETINS

MONTREAL, July 14:—Information regarding movements of troop trains in Canada may be issued by the railway companies.

The foregoing is contained in a statement prepared jointly by the Canadian National and Canadian Pacific Railways and released today by the passenger traffic departments of both systems.

The reason for prohibiting the issuance of information regarding troop train movements is fundamentally to ensure the safety of trains and ships engaged in the transport of troops. Enemy intelligence is keen and active and the publication of news regarding the arrival of men from overseas could readily form the basis from which to make calculation as to the probable date on which the transports would again be at sea. With such information available, an enemy submarine could establish a station in the approximate route of the vessel. The probable consequences can easily be imagined.

At an appropriate time news is released by Ottawa announcing the return to Canada of army personnel and of invalid troops. Railways have been instructed not to make known train movements and officials insist upon the strict observance of secrecy. It does happen that individuals, believing that a relative or friend has reached Canada and is travelling towards his home, make inquiries and are greatly disappointed when told that no information is available. In such instances no fault applies to the railway officials and the disappointment of the individual must be accepted as a contribution to the general security of men and ships which must face the perils of the sea and the risk of enemy action.

The Canadian National and the Canadian Pacific Railways make every effort for the expeditious movement of troop trains out in a period when both systems are being confronted with the task of carrying peak loads to aid in Canada's war effort. Such delays as may occur occasionally are due to the unusual conditions of these days and to the fact that there are priorities in railway traffic.

Considering the vast scale of daily train movements through the Dominion, delays are at a minimum and there are no bottlenecks such as sometimes occurred in the First Great War when freight traffic was in lesser volume.

The Canadian National and the Canadian Pacific Railways make every effort for the expeditious movement of troop trains out in a period when both systems are being confronted with the task of carrying peak loads to aid in Canada's war effort. Such delays as may occur occasionally are due to the unusual conditions of these days and to the fact that there are priorities in railway traffic.

Considering the vast scale of daily train movements through the Dominion, delays are at a minimum and there are no bottlenecks such as sometimes occurred in the First Great War when freight traffic was in lesser volume.

The Canadian National and the Canadian Pacific Railways make every effort for the expeditious movement of troop trains out in a period when both systems are being confronted with the task of carrying peak loads to aid in Canada's war effort. Such delays as may occur occasionally are due to the unusual conditions of these days and to the fact that there are priorities in railway traffic.

Considering the vast scale of daily train movements through the Dominion, delays are at a minimum and there are no bottlenecks such as sometimes occurred in the First Great War when freight traffic was in lesser volume.

The Canadian National and the Canadian Pacific Railways make every effort for the expeditious movement of troop trains out in a period when both systems are being confronted with the task of carrying peak loads to aid in Canada's war effort. Such delays as may occur occasionally are due to the unusual conditions of these days and to the fact that there are priorities in railway traffic.

Considering the vast scale of daily train movements through the Dominion, delays are at a minimum and there are no bottlenecks such as sometimes occurred in the First Great War when freight traffic was in lesser volume.

The Canadian National and the Canadian Pacific Railways make every effort for the expeditious movement of troop trains out in a period when both systems are being confronted with the task of carrying peak loads to aid in Canada's war effort. Such delays as may occur occasionally are due to the unusual conditions of these days and to the fact that there are priorities in railway traffic.

Considering the vast scale of daily train movements through the Dominion, delays are at a minimum and there are no bottlenecks such as sometimes occurred in the First Great War when freight traffic was in lesser volume.

The Canadian National and the Canadian Pacific Railways make every effort for the expeditious movement of troop trains out in a period when both systems are being confronted with the task of carrying peak loads to aid in Canada's war effort. Such delays as may occur occasionally are due to the unusual conditions of these days and to the fact that there are priorities in railway traffic.

Considering the vast scale of daily train movements through the Dominion, delays are at a minimum and there are no bottlenecks such as sometimes occurred in the First Great War when freight traffic was in lesser volume.

The Canadian National and the Canadian Pacific Railways make every effort for the expeditious movement of troop trains out in a period when both systems are being confronted with the task of carrying peak loads to aid in Canada's war effort. Such delays as may occur occasionally are due to the unusual conditions of these days and to the fact that there are priorities in railway traffic.

Considering the vast scale of daily train movements through the Dominion, delays are at a minimum and there are no bottlenecks such as sometimes occurred in the First Great War when freight traffic was in lesser volume.

The Canadian National and the Canadian Pacific Railways make every effort for the expeditious movement of troop trains out in a period when both systems are being confronted with the task of carrying peak loads to aid in Canada's war effort. Such delays as may occur occasionally are due to the unusual conditions of these days and to the fact that there are priorities in railway traffic.

Considering the vast scale of daily train movements through the Dominion, delays are at a minimum and there are no bottlenecks such as sometimes occurred in the First Great War when freight traffic was in lesser volume.

The Canadian National and the Canadian Pacific Railways make every effort for the expeditious movement of troop trains out in a period when both systems are being confronted with the task of carrying peak loads to aid in Canada's war effort. Such delays as may occur occasionally are due to the unusual conditions of these days and to the fact that there are priorities in railway traffic.

Considering the vast scale of daily train movements through the Dominion, delays are at a minimum and there are no bottlenecks such as sometimes occurred in the First Great War when freight traffic was in lesser volume.

The Canadian National and the Canadian Pacific Railways make every effort for the expeditious movement of troop trains out in a period when both systems are being confronted with the task of carrying peak loads to aid in Canada's war effort. Such delays as may occur occasionally are due to the unusual conditions of these days and to the fact that there are priorities in railway traffic.

Considering the vast scale of daily train movements through the Dominion, delays are at a minimum and there are no bottlenecks such as sometimes occurred in the First Great War when freight traffic was in lesser volume.

The Canadian National and the Canadian Pacific Railways make every effort for the expeditious movement of troop trains out in a period when both systems are being confronted with the task of carrying peak loads to aid in Canada's war effort. Such delays as may occur occasionally are due to the unusual conditions of these days and to the fact that there are priorities in railway traffic.

Considering the vast scale of daily train movements through the Dominion, delays are at a minimum and there are no bottlenecks such as sometimes occurred in the First Great War when freight traffic was in lesser volume.

The Canadian National and the Canadian Pacific Railways make every effort for the expeditious movement of troop trains out in a period when both systems are being confronted with the task of carrying peak loads to aid in Canada's war effort. Such delays as may occur occasionally are due to the unusual conditions of these days and to the fact that there are priorities in railway traffic.

Considering the vast scale of daily train movements through the Dominion, delays are at a minimum and there are no bottlenecks such as sometimes occurred in the First Great War when freight traffic was in lesser volume.

The Canadian National and the Canadian Pacific Railways make every effort for the expeditious movement of troop trains out in a period when both systems are being confronted with the task of carrying peak loads to aid in Canada's war effort. Such delays as may occur occasionally are due to the unusual conditions of these days and to the fact that there are priorities in railway traffic.

Considering the vast scale of daily train movements through the Dominion, delays are at a minimum and there are no bottlenecks such as sometimes occurred in the First Great War when freight traffic was in lesser volume.

The Canadian National and the Canadian Pacific Railways make every effort for the expeditious movement of troop trains out in a period when both systems are being confronted with the task of carrying peak loads to aid in Canada's war effort. Such delays as may occur occasionally are due to the unusual conditions of these days and to the fact that there are priorities in railway traffic.

Considering the vast scale of daily train movements through the Dominion, delays are at a minimum and there are no bottlenecks such as sometimes occurred in the First Great War when freight traffic was in lesser volume.

The Canadian National and the Canadian Pacific Railways make every effort for the expeditious movement of troop trains out in a period when both systems are being confronted with the task of carrying peak loads to aid in Canada's war effort. Such delays as may occur occasionally are due to the unusual conditions of these days and to the fact that there are priorities in railway traffic.

Considering the vast scale of daily train movements through the Dominion, delays are at a minimum and there are no bottlenecks such as sometimes occurred in the First Great War when freight traffic was in lesser volume.

The Canadian National and the Canadian Pacific Railways make every effort for the expeditious movement of troop trains out in a period when both systems are being confronted with the task of carrying peak loads to aid in Canada's war effort. Such delays as may occur occasionally are due to the unusual conditions of these days and to the fact that there are priorities in railway traffic.

Considering the vast scale of daily train movements through the Dominion, delays are at a minimum and there are no bottlenecks such as sometimes occurred in the First Great War when freight traffic was in lesser volume.

The Canadian National and the Canadian Pacific Railways make every effort for the expeditious movement of troop trains out in a period when both systems are being confronted with the task of carrying peak loads to aid in Canada's war effort. Such delays as may occur occasionally are due to the unusual conditions of these days and to the fact that there are priorities in railway traffic.

Considering the vast scale of daily train movements through the Dominion, delays are at a minimum and there are no bottlenecks such as sometimes occurred in the First Great War when freight traffic was in lesser volume.

The Canadian National and the Canadian Pacific Railways make every effort for the expeditious movement of troop trains out in a period when both systems are being confronted with the task of carrying peak loads to aid in Canada's war effort. Such delays as may occur occasionally are due to the unusual conditions of these days and to the fact that there are priorities in railway traffic.

Considering the vast scale of daily train movements through the Dominion, delays are at a minimum and there are no bottlenecks such as sometimes occurred in the First Great War when freight traffic was in lesser volume.

The Canadian National and the Canadian Pacific Railways make every effort for the expeditious movement of troop trains out in a period when both systems are being confronted with the task of carrying peak loads to aid in Canada's war effort. Such delays as may occur occasionally are due to the unusual conditions of these days and to the fact that there are priorities in railway traffic.

Considering the vast scale of daily train movements through the Dominion, delays are at a minimum and there are no bottlenecks such as sometimes occurred in the First Great War when freight traffic was in lesser volume.

The Canadian National and the Canadian Pacific Railways make every effort for the expeditious movement of troop trains out in a period when both systems are being confronted with the task of carrying peak loads to aid in Canada's war effort. Such delays as may occur occasionally are due to the unusual conditions of these days and to the fact that there are priorities in railway traffic.

Considering the vast scale of daily train movements through the Dominion, delays are at a minimum and there are no bottlenecks such as sometimes occurred in the First Great War when freight traffic was in lesser volume.

The Canadian National and the Canadian Pacific Railways make every effort for the expeditious movement of troop trains out in a period when both systems are being confronted with the task of carrying peak loads to aid in Canada's war effort. Such delays as may occur occasionally are due to the unusual conditions of these days and to the fact that there are priorities in railway traffic.

Considering the vast scale of daily train movements through the Dominion, delays are at a minimum and there are no bottlenecks such as sometimes occurred in the First Great War when freight traffic was in lesser volume.

The Canadian National and the Canadian Pacific Railways make every effort for the expeditious movement of troop trains out in a period when both systems are being confronted with the task of carrying peak loads to aid in Canada's war effort. Such delays as may occur occasionally are due to the unusual conditions of these days and to the fact that there are priorities in railway traffic.

Considering the vast scale of daily train movements through

"BIRMINGHAM"

Finest range in Men's Dress Shoes at their price on the market

If you have not had the pleasure of wearing "Birmingham" Shoes you are missing one of the best bets possible. Solid leather throughout. Finest fitting lasts and styled to the minute.

Priced \$6.50 to \$8.50

FAMILY SHOE STORE LTD.

"The Home of Good Shoes"

EDITORIAL

ADVERTISING RATES

Local Readers, per line, per insertion 25
Classified Advertisements, per word, per insertion 02

DAILY EDITION

UNION & LEADERS

TUESDAY, JULY 14, 1942

Economy For War . . .

As the amount raised through voluntary savings during the past fiscal year totalled only \$1,919,294,000, of which \$1,834,000,000 came from the sale of Victory Bonds and \$85,294,000 from War Savings Certificates and Stamps, and as a fairly substantial proportion of the money put into Victory Bonds must have come from accumulated savings which are therefore no longer available, it is apparent that current savings out of income must not only be maintained but they must be greatly increased over and above the minimum savings requirement, if our standard of fighting is to be bettered.

The financial requirements of the war effort call for rigorous economy; the foregoing of unnecessary expenditures, and the submerging of desire for material ease on the part of the individual.

The individual's first reaction to the increased taxes is quite likely to be, not "How can I cut down my spending?" but, "Where can I raise the money—I'll have to sell my Victory Bonds and War Savings Certificates." The desire of the government, of course, is that the individual should not reach into accumulated capital to pay the increased taxes and continue to maintain the same level of spending. Rather, the government hopes that increased taxes and voluntary savings will be met from current income, and, as a result, there will be a decrease in civilian spending for other than the most necessary articles, making available for war needs more production facilities.

We may not all like the Hepburns and the Drews but we must admit that they too have a function which in the long view may be of usefulness. As for Hong Kong and some other matters, Drew may not be the only one who is not altogether satisfied.

Keeping Streets Respectable . . .

Once again we feel constrained to protest at the condition of rowdiness and disorder that develops here night after night, no doubt due to excessive drinking, a condition which is no longer confined to certain downtown sections but is even spreading to some of the residential areas. After vigorous protests and representations some three or four months ago, there appeared to be an improvement for a time. Now, however, we appear to be slipping back into the old way and it is just about time something was done about it. As surely as it is allowed to continue, it is going to lead to serious trouble one of these nights. Meantime, it is disgusting to law-abiding folk, even the more tolerant of them who are ready to overlook a good many things. The carryings-on of some are also making it difficult for others who would not be like the others.

Saturday nights appear to be the worst while Sunday nights are the quietest. There is a logical conclusion to be drawn from that. Even if the men must have their liquor and beer, our streets should be kept reasonably safe for women and children and respectable people. There is doubtless a responsibility to see that drunken roistering is kept within bounds. We do not believe there is any good reason to concede that conditions in this regard should be allowed to go from bad to worse on the very flimsy pretext that thee is nothing else for young men to do in Prince Rupert than to get drunk and raise Cain. There is a limit to all things and we have reached the conclusion that the limit is about being reached in Prince Rupert and in nearing the point of getting out of it.

There may be a shortage of soft drinks but the drought does not seem to have caused any bottleneck for the good old beer.

NEWS FROM EDMONTON

Letter Box

COMPULSORY SERVICE

Editor, Daily News:
May I make the following suggestions, which, I believe, could go a long way towards clearing up the dangerous conscription issue now being used to disrupt this country in these critical times?

When God formed the Israel nation in the wilderness, He gave them a perfect set of national as well as individual laws, and told them that obedience would bring great blessing whereas disobedience with its natural consequences would bring great suffering. We are suffering those consequences today. One of the rules was to train every man for war "from 20 years old and upwards" but, when it should come to a question of facing the enemy, all those who were afraid, as well as certain other exceptions, were to be weeded out and only volunteers used for the actual fighting. Thus the whole nation was trained and consequently disciplined and would be ready for home defence at a moment's notice.

A close study of the Bible also discloses the fact that those who remained at home for food supply, munition making, etc., should receive the same pay as those who fought in the front line no more and no less.

Today we are fighting on God's side against all the evil arrayed on the so-called Axis side, including much within our midst. Let us go to God's Word for instructions as to how we should meet the enemy and we will soon be out of all our difficulties.

E. W. ABRAHAM.
Victoria.

New Military Hospital Open

Five Nurses on Staff in Addition to Male Attendants of Royal Canadian Army Medical Corps

With a staff of five army nurses as well as the male staff of the Royal Canadian Army Medical Corps, the new military hospital in Prince Rupert, adjoining the Prince Rupert General Hospital, is now in operation.

The staff of nurses consists of Nursing Sister Smallwood, acting matron in charge, Nursing Sister Blackman, Nursing Sister Bennett, Nursing Sister Koester and Nursing Sister Graham. All came here recently from Victoria.

Nursing Sister Smallwood is at present on a trip south on leave.

CLINIC FOR DIPHTHERIA

Altogether some 500 children and high school students in Prince Rupert have taken advantage of the toxoid clinics being conducted by the staff of the Prince Rupert Health Unit in an effort to eliminate diphtheria from the city.

Due to the fact that the schools in which these clinics were held are not now in session, certain changes in the dates and locations of these clinics have had to be made.

The final dose of diphtheria toxoid will be given at clinics held in the places and at times given below:

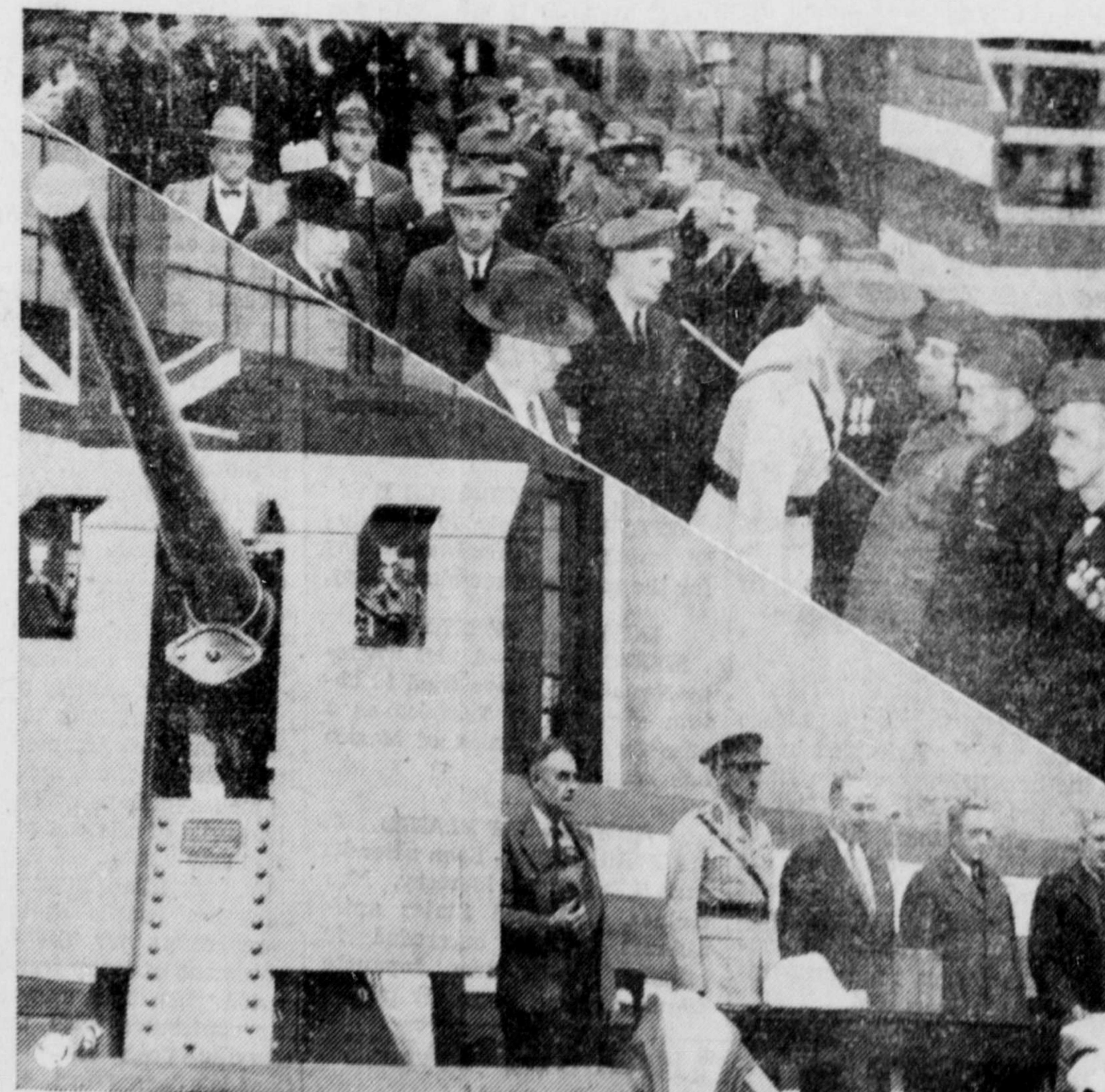
Seal Cove School, Thursday 16, from 1-2 p.m.

Borden Street School, Friday 17, from 10-11 a.m.

King Edward School, Friday 17, from 1-2 p.m.

Health Unit Office, Saturday 18, from 9-12 a.m.

C.P.R. Shopmen Give Gun For Freedom



Canada's mounting share in the fight against the Axis was emphasized by Brigadier F. M. W. Harvey, V.C., Officer Commanding Military District 13, when he received the 100th naval gun produced at the Canadian Pacific Railway's Ogden Shops, at Calgary, as a gift from the munitions workers there to the nation. The gun itself is an all-purpose naval weapon, designed for use against submarines and surface craft, as well as sky raiders, throwing a shell of approximately 12 pounds from its long barrel. In receiving the gun from R. Alderman, representative of the shopmen, Brigadier Harvey represented Hon. C. D. Howe, Minister of Munitions and Supply for Canada. The Canadian Pacific Railway Company was represented by W. A. Mather, vice-president of Western lines, who officially received from the employees a cheque for shop costs on the gun, and by H. B. Bowen, Chief of Motive Power, from Montreal. J. L. Gubbins, works manager, acted as chairman. The Guard of Honor was made up of war veterans among the shopmen under Capt. McLennan. Pictures show Brigadier Harvey inspecting the Guard of Honor, the gun and a glimpse of the actual presentation ceremony.

VANCOUVER BREWERIES LTD.
PROUDLY PRESENT

PILSENER BEER

Outstanding
Unsurpassed



Present Day Restrictions Require
**PROMPT RETURN
OF BEER BOTTLES**
(25c Dozen Paid for all Empties)

\$1.75 PER DOZ.
WITH 1 DOZ.
EMPTIES
VANCOUVER BREWERIES LTD.
brewers and bottlers of
4 X CREAM STOUT
OLD COUNTRY ALE

for quick
delivery
phone
654
Ask for
"PILSENER"

This advertisement is not published or displayed by the Liquor Control Board or by the Government of British Columbia

C.N.R. Trains

For the East—
Mondays, Wednesdays and
Fridays 6:00 p.m.
Wednesdays and
Fridays 10:30 a.m.

From the East—
Sundays, Tuesdays and
Fridays 11 p.m.
Thursdays and Saturdays 6 p.m.

Advertise in The Daily News

When You Want a Reliable, Comfortable, Dependable
TAXI PHONE 13

24-Hour Service at Regular Rates

Canadian National Railways

TRAINS FOR THE EAST WILL LEAVE PRINCE RUPERT:
MONDAY, WEDNESDAY and FRIDAY, 6 p.m., stopping at all local stations, arriving JASPER Wednesday, Friday and Sunday, 7 a.m.

WEDNESDAY and FRIDAY, 10:30 a.m., stopping at Terrace, Pacific, Hazelton, New Hazelton, Smithers, Burns Lake, Vanderhoof, Prince George, Giscome and McBride only. Arrive JASPER Thursday and Saturday 12:25 p.m.

INCOMING TRAINS WILL ARRIVE PRINCE RUPERT:
TUESDAY, FRIDAY and SUNDAY, 11 p.m.
THURSDAY and SATURDAY, 6:30 p.m.

Air Conditioned Sleeping and Dining Cars on trains leaving Monday 6:00 p.m., Wednesday and Friday 10:30 a.m. Coaches only on other trains from Prince Rupert

For Full Information, Reservations, etc., call or write
R. S. CREIG, CITY PASSENGER AGENT
528 Third Avenue Phone 266
Prince Rupert Agents for Trans-Canada Air Lines

NOW IS THE TIME--

Give us an order right away for the amount of coal you expect to need next season. This will enable us to meet your requirements now or as supplies arrive.

It is important that you should lay in your coal supply this summer as it is almost certain that the dealers will not be able to cope satisfactorily with the demand next winter.

IT IS NOT HOARDING TO BUY YOUR COAL EARLY
(It is also necessary to place your order a day ahead of delivery)

Albert & McCaffery Ltd.

PHONES 116 OR 117

For Quick, Safe and Comfortable TAXI SERVICE

PHONE 235

DAY AND NIGHT

If you lose anything, advertise for it.

From Cars to BATTLE WAGGONS

Canadian genius for mass production is now being applied with telling results to the output of motorized war equipment.

Production figures are already fantastic. Since the beginning of the war, Canada has produced and shipped to the battle-fields of the world more than 250,000 military vehicles. Production is now at the rate of one unit every three minutes and is constantly mounting.

Canadian fighting men need 160 different types of motorized equipment. Canada is producing all of them.

One plant alone is turning out in a single day enough Universal Carriers to equip two battalions. Heavy tanks, with 25,000 parts, are in mass production and, at one plant, are coming off the assembly line at the rate of one every few hours.

This advertisement is published as a contribution to the general knowledge of our country's war effort and as an inspiration through the days ahead. For reasons of security complete figures are not available. The facts presented, however, are impressive evidence of the growing might of Canada's war machine.

THE ROYAL BANK OF CANADA

Announcements

All advertisements in this column will be charged for a full month at 25¢ a word.

Legion Tea, August 5.

Can. Legion Fall Bazaar, Oct. 21.

NEW ROYAL HOTEL

J. ZARELLI, PROP.

"A Home Away From Home"

Rates 75¢ up
50 Rooms Hot & Cold Water
Prince Rupert, B.C.
Phone 281 P.O. Box 196

UNION STEAMSHIPS

SERVICES TO
Vancouver, Victoria and Way-
points, Stewart and North,
Queen Charlotte Islands.

Full Information, Tickets
and Reservations
FRANK J. SKINNER
Prince Rupert Agent
Third Ave. Phone 568

BULKLEY VALLEY BUTTER
Arrives Fresh Every Week!
We believe in featuring it
and helping our up-river
farmers. Try it once and we
feel sure you will want no
other. It's freshness and
quality is unsurpassed.
We also feature up-river
VEGETABLES whenever pos-
sible.

MUSSALLEM'S
Economy Store

"Where Dollars Have More
Cents"
P.O. Box 575 Phones 18-19

TILLIE THE TOILER



LOCAL NEWS NOTES

R. Stanyer left this afternoon for Namu.

Mrs. A. Harrison left for Vancouver this afternoon.

Mrs. C. W. Swanson left this afternoon for Bute Island.

W. J. Deanes left for Vancouver this afternoon.

C. W. Vink left this afternoon for Vancouver on a business trip.

Mrs. H. Dickens and Mrs. A. Ritchie left this afternoon for a trip to Vancouver.

Ross Nicholson, manager of Port Edward plant of the B. C. Packers, left this afternoon for Vancouver.

Mrs. I. Kirkum left this afternoon for Vancouver.

Mrs. H. R. Hamilton and children of Digby Island left this afternoon for a trip to Vancouver and Victoria.

William Schriberg left for Montreal on business by last night's train.

Mrs. M. C. Madill returned to the city at the end of the week from a trip to Vancouver.

George Franklin returned to the city at the end of the week from a trip to Vancouver.

James Horton, who has been relieving in the Canadian National Express office here, left last night on his return to Jasper.

Frank M. Davies and Allan M. Davies sailed this afternoon for Victoria to attend the naval funeral of the former's son, Allan M. K. Davies, who was drowned on Sunday.

James Johnson, for supplying liquor to Indians, was fined \$50, with option of one month's imprisonment, in city police court yesterday. William Morris, whom he supplied, was fined \$10, with five days' option, for drunkenness.

Art Campbell of the Campbell Construction Co., which is working on the highway, left for Kamloops on last night's train.

Elio's Furniture Store Buys used articles of any description. You may have articles you want to dispose of. Call Green 916, Third Avenue next to the Daily News, Prince Rupert.

Hawkinson's Laundry Ltd., Sixth West and Fulton, wishes to announce that they are opening for business on Monday morning, July 13. Phone 283.

Wanted—Rooms, housekeeping preferred, sharing, close in, by several men, good habits. Box 312, Daily News. (166)

WANTED—Housekeeper for small rooming house. Phone 741. (162)

WANTED—Young man to learn radio servicing. Good opportunity. McRae Bros. Ltd. (161)

WANTED immediately to rent house or apartment; permanent Red 271.

WANTED—1 Diesel or gasoline driven Electric Generator, 1500 or 2000 watts, 60 cycle, 110 volt A. C., direct connected. Apply Chas. M. Adams, Terrace, B.C. (164)

URGENT—Wanted either house, apartment or room for married couple, no children. Pay as high as \$60 per month. Apply Box 311 Daily News. (164)

WANTED—Two men or boys for warehouse work. Apply W. H. Malkin Co. (161)

LOST—Will the person who took the lady's bicycle from Cow Bay Sunday please return to Eby's, 435 Fourth Avenue East. (162)

LOST on Third Avenue, paper bag containing white crochet work. Please return Daily News. (166)

FOR RENT

FURNISHED room for rent, gentleman preferred. 345 Fifth Avenue East. (161)

BOARD AND ROOM

ROOM and board for man sharing. Apply 718 Fraser Street. (163)

A PEST IN LOVE'S GARDEN

WHAT'S THE MATTER?

THE USUAL STORY WITH

PLANTS AND LOVE, SOME

PEST ALWAYS COMES INTO

THE PICTURE

BY WESTOVER

I RESENT THAT!

Russ Lister

Engagement

Mr. and Mrs. H. B. Stiles, of Vancouver, announce the engagement of their niece, Isabel Florence Brannan of Prince Rupert, to Rev. Edward Walter Scott, B.A., LL.B., of Prince Rupert, younger son of Rev. and Mrs. T. W. Scott of Vancouver. The wedding will take place in Prince Rupert on August 5.

CLASSIFIED

FOR SALE

FOR SALE—3 room house, 933 Eleventh Avenue E., ten minutes from Dry Dock. Phone Black 588. (163)

FOR SALE—Irish Terriers, males, 8 months old. Price \$5.00 each. Phone Red 623 or P. O. Box 273. (166)

FOR SALE—Small house, new. Living room, kitchen, wall-bed, bathroom. Feature large plate-glass corner window overlooking harbor. Foundations to rock, copper water piping, asphalt roof. Two lots. \$2500. terms may be arranged. 1028 West 1st Ave., or phone Red 323. (165)

FOR SALE—Chesterfield suite, rug, kitchen set, dinette table and chairs, dresser, oil burner, auxiliary zellophone, guitars, mandolin, washer. 225 Fifth Ave., West. (162)

FOR SALE—Dinner service, arm chair, Mission wall clock, Hall mirror, kitchen utensils, miscellaneous articles. 831 Summit Avenue, evenings. (162)

FOR SALE—Child's high chair. Cheap. Blue 610. (164)

FOR SALE—Furniture. 721 Fifth Avenue West. Phone Blue 409. (163)

FOR SALE—Apartment building, four suites, centre of town. Apply 819 Second Ave. West. (161)

WANTED

WANTED—One or two furnished rooms. 735 Seventh Ave. West. (161)

WANTED—Rooms, housekeeping preferred, sharing, close in, by several men, good habits. Box 312, Daily News. (166)

WANTED—Housekeeper for small rooming house. Phone 741. (162)

WANTED—Young man to learn radio servicing. Good opportunity. McRae Bros. Ltd. (161)

WANTED—immediately to rent house or apartment; permanent Red 271.

WANTED—1 Diesel or gasoline driven Electric Generator, 1500 or 2000 watts, 60 cycle, 110 volt A. C., direct connected. Apply Chas. M. Adams, Terrace, B.C. (164)

WANTED—Two men or boys for warehouse work. Apply W. H. Malkin Co. (161)

LOST—Will the person who took the lady's bicycle from Cow Bay Sunday please return to Eby's, 435 Fourth Avenue East. (162)

LOST on Third Avenue, paper bag containing white crochet work. Please return Daily News. (166)

FOR RENT

FURNISHED room for rent, gentleman preferred. 345 Fifth Avenue East. (161)

BOARD AND ROOM

ROOM and board for man sharing. Apply 718 Fraser Street. (163)

BY WESTOVER

I RESENT THAT!

Russ Lister

Linzey & Ingram LTD.

PINE FOODS — FAIR PRICES — FRIENDLY SERVICE

2 PHONES 585 — 586

New Low Prices on Every Day Food

CHICKEN AND RICE SOUP— 10-oz tins. 3 for	25c
TOMATO JUICE— Giant 47-oz. tins. Each	19c
KOBAN COFFEE— 1-lb. tin	49c
FIRST GRADE BUTTER— Always Fresh. 3 lbs.	\$1.17
JUNIOR FOODS— All Varieties. Heinz or Aylmer. 6 for	67c
BURNS' SPORK— 12-oz. tin	29c
RICH FRUIT CAKES— 1-lb. cuts	25c
PACIFIC MILK— Tall Cans. Per Case	\$4.70
SUPER SUDS— Giant pkt. Each	42c
SUPER SUDS— Large Package	17c
SALAD DRESSING— Miracle Whip. 32-oz. Jar	49c
FRESH EGGS— Grade "A" Large. Dozen	45c
LIFEBOUY SOAP— LUX SOAP— 4 Bars	25c
DOLLAR SODAS— Wooden box, contains 16 doz. for	39c
ALBERTA ROSE FLOUR, 49-lb. Sack	\$1.57

OUR JULY "FOOD NEWS" IS STILL IN EFFECT . . .

ASK FOR A COPY

ANNOUNCEMENT MODERN TAILOR

NOW OPEN

LADIES' and GENTLEMEN'S SUITS . . .
NAVAL OFFICERS' UNIFORMS

Tailored to Measure

FIT GUARANTEED — LOW PRICES

318 5th STREET, Behind Royal Bank

Fancy Soaps

4 Cakes Cashmere Bouquet Soap

and 1 Jar

Cashmere Bouquet Cold Cream

Both for 40c

YARDLEY'S SOAP,
per cake **35c, 3 cakes \$1.00**

WRISLEY'S BATH
SOAP, per cake **35c, 3 cakes \$1.00**

ODORS: Pine, Apple Blossom and Lilac

VINOLIA BORACIC and COLD
CREAM SOAP, per cake **20c, 3 cakes 50c**

Ormes Ltd.
The Pioneer Druggists

THE REXALL STORE
PHONES 81 AND 82
Open Daily from 8 a.m. till 10 p.m.
Sundays and Holidays from 12 - 2 p.m. and 7 - 9 p.m.

Expert OPTICAL SERVICE



Chas. Dodimead
Optometrist in Charge
Watch, Clock, Jewelry
Repairing, Hand Engraving
Glasses, Baggage and Novelties.

MAX HEILBRONER
Jeweler — Diamond Merchant

RUPERT PEOPLES STORE
MID-SEASON SALE
Now On!

\$2-\$5 MILLINERY	49c and 99c
\$1.25 WOMEN'S SWEATERS	49c
SLACK SUITS	\$1.49
\$1.50-\$3 SUMMER PURSES	99c
\$2-\$3 SHEER BLOUSES	99c
\$8-\$14 GIRLS' COATS	1/2 Price

Dozens of Other Values

Mail Orders Promptly Filled—Open Saturday Night

RUPERT PEOPLES STORE

"In the Heart of Prince Rupert"

THIRD AVE.—Next to Heilbroner's—Phone BLUE 907

DUE TO WAR CONDITIONS

Canada will now on, have to depend as never before on the output of her mines to fill the ever increasing demands for coal. Much of this will have to be from Alberta mines, but this will be difficult if not impossible if consumers wait, as in the past, for cold weather before taking delivery.

Do your part in helping to avoid a serious situation, by filling your bin NOW and keeping it FULL.

Stocks of Foothills Alberta, Bulkley Valley and Comox now on hand.

PHILPOTT, EVITT & CO. LTD.

PHONE 651

PHONE 652

Camp Requirements

Folding Cots, Folding Chairs, Pack Sacks, Pack Boards,
Sleeping Robes, Tents, Grass Rugs

White Wood Furniture

Chests of Drawers, Dressers, Meat Safes, Ceiling Dryers, Tables,
Chairs, Night Tables, Book Shelves

Floor Covering

Inlaid Linoleums, Linoleums, Congoleums, Seamless Axminster
Carpets and Mats

Elio's Furniture Store

THIRD AVENUE, Next to Daily News

Green 916

BUY ...**RUPERT BRAND Sole Fillets**

... at Your Local Butchers.

NO WASTE — READY TO COOK

Canadian Fish & Cold Storage Co. Ltd. BRITISH COLUMBIA

If you have something to sell, a classified advertisement in this paper will soon let you know if there is a buyer in the city.

Specials**New and Used
FURNITURE**

2 Typewriters at \$11.50
2 Logging Jacks, \$39.50 Each

10 Coleman's Burners, Special \$3.75

4 New Studio Couches in Green and Rust colors. Can be made in a double bed. From \$42.50 to \$45.00

6 3-piece Chesterfield Suites in latest styles and colors.

B. C. Furniture Co.
PHONE BLACK 324
Third Avenue

**Father Of Mrs.
Teng Is Dead**

Charles Peckham Passes Away At His Home in Sussex, England

Word was received yesterday by Mrs. J. A. Teng of the death at St. Faith, which has been connected with the Powell River Company operations since 1926 and is well known in Prince Rupert and on the Queen Charlotte Islands, has been renamed the S. D. Brooks, in honor of S. D. Brooks chairman of the board of directors of the Powell River Company. "S. D." was connected with logging operations of the company in the early days, and throughout the years has kept close contact with, and a personal interest in, the logging end of the operations. It is eminently suitable, therefore, that the large log-towing tug should carry the name of S. D. Brooks on her prow.

**PASSING OF
MRS. BLAKE**

Death of Well Known and Esteemed Local Woman This Morning

Mrs. Sarah Blake, wife of Harry M. Blake and an esteemed resident of thirty-two years standing in Prince Rupert, passed away at 11 o'clock this morning at the family home, 218 Seventh Avenue West, after a lengthy illness. Many friends will regret to hear of her passing and will extend their sympathy to the widower and family of six children.

Mrs. Blake was born in Ilkeston, Derbyshire, England, fifty-five years ago and came to Prince Rupert in 1910. She was married here in 1912 and had made her home in the city continuously since.

Besides the widower, deceased is survived by four sons—Harry in Prince Rupert; George, in Vancouver; Bombardier Donald, who has been on active service overseas with the artillery for over two years, and Richard, in Prince Rupert—and two daughters—Mrs. Stanley (Dorothy) Vickerman, in Prince Rupert, and Betty, in Vancouver.

Sisters are Mrs. V. W. Smith of Edmonton and Mrs. V. Reith of Kamloops. There is also a brother, Richard S. Bury of Prince Rupert. Mrs. Blake attended the Baptist Church.

Funeral arrangements are in the hands of B. C. Undertakers.

KILLED BY BOMB

SOUTHAMPTON, Eng., July 14:—A "chance in a million" killed Edward Newman, 47-year old civil defence worker, during an air raid here. An incendiary bomb knocked him unconscious and he was burned to death on the ground.

REFUSED ENGLISH BLOOD

LONDON, July 14:—Viscountess Snowden told this story: A German prisoner in England was very ill and a blood transfusion was recommended. He knew his condition was serious but he refused to allow the transfusion, thinking that his German blood would be polluted by that of an Englishman."

A. S. Nickerson and E. A. Nickerson left on last night's train for a trip to Smithers.

Don't miss the Sale of
FLOOR COVERINGS
at the
VARIETY STORE

Specials**New and Used
FURNITURE**

2 Typewriters at \$11.50
2 Logging Jacks, \$39.50 Each

10 Coleman's Burners, Special \$3.75

4 New Studio Couches in Green and Rust colors. Can be made in a double bed. From \$42.50 to \$45.00

6 3-piece Chesterfield Suites in latest styles and colors.

B. C. Furniture Co.
PHONE BLACK 324
Third Avenue

**Whifflets
From The Waterfront**

WHIFFLETS

The Kingcome Navigation tug St. Faith, which has been connected with the Powell River Company operations since 1926 and is well known in Prince Rupert and on the Queen Charlotte Islands, has been renamed the S. D. Brooks, in honor of S. D. Brooks chairman of the board of directors of the Powell River Company. "S. D." was connected with logging operations of the company in the early days, and throughout the years has kept close contact with, and a personal interest in, the logging end of the operations. It is eminently suitable, therefore, that the large log-towing tug should carry the name of S. D. Brooks on her prow.

There is little change in the sockeye salmon fishing situation on the Skeena and Naas Rivers. Inside the Skeena River the gillnetters are reported to be averaging ten fish per boat per day and outside about 25 fish. The lower Naas River average is twenty-five fish. Fishing appears to be as good as anywhere around the Prince Rupert area. The cannerys are being kept quite well supplied with fish.

Elmer Clausen Wins His Wings

Local Boy is Full Fledged Pilot in Royal Air Force

OTTAWA, July 14.—The wings of a full fledged pilot were recently presented to Leading Aircrafts Elmer Clausen of Prince Rupert during graduation exercises held at No. 2 Service Flying Training School, Uplands, Ontario. Clausen, with his new wings, was automatically promoted to sergeant pilot and, if he has impressed his officers and fellow students, he may soon be granted his commission.

Clausen's next-of-kin is Mrs. Eileen M. Clausen, 739 Sixth Ave. and Taylor Street, Prince Rupert.

THE SEAL OF
QUALITY

GOLD
S
E
A
L



Sockeye Salmon
Fancy Red

Herring
in Tomato Sauce

Sandwich Spreads
Spiced Salmon
Smoked Salmon
Bloater

J. M. S. Loubser

D.C., B.A.

CHIROPRACTOR

Wallace Block — Phone 640

VALENTIN DAIRYFresh Local Raw and
Pasteurized MILK

PHONE 657

SHORT CUT TO VICTORY!

LADIES! — Here is your chance to try the latest 3-INCH FEATHERBOB PERMANENT. All ends tapered with Frank Baird's Hair Shaper. Individual styling to suit your features.

Sunrise Beauty Salon

VIOLET MAH
Cor. 6th and Fulton — Above Sunrise Store
Phone Blue 943 for Appointments

A. MacKenzie Furniture Ltd.

A GOOD PLACE TO BUY!

Bedroom Suites, Odd Dressers, Dinette Suites, Carpets (all sizes), Linoleum and Congoleum, Chesterfield Suites. See us for your requirements.

PHONE 775

327 3rd AVENUE

NOTHING COULD BE FUNNIER . . . DON'T MISS IT!

TODAY and WED.
Complete Shows:
1:00, 2:56, 5:02, 7:08,
9:14

**THE MAN WHO
CAME TO DINNER**
At 1:00, 3:06, 5:12,
7:18, 9:24

CAPITOL
A FAMOUS PLAYERS THEATER

COMING THURSDAY - FRIDAY - SATURDAY
James Cagney (and the Royal Canadian Air Force) in
"CAPTAINS OF THE CLOUDS" (Technicolor). Midnite Preview,
Wednesday, 11:30 p.m.

CAPITOL
A FAMOUS PLAYERS THEATER

SPECIAL
MIDNITE
PREVIEW
WEDNESDAY
At 11:30 p.m.

JAMES CAGNEY
steering through the skies with the
ROYAL CANADIAN AIR FORCE
in Warner Bros. New Triumph in Technicolor
CAPTAINS of the CLOUDS

Just Arrived

A grand assortment of Spectator Pumps and Ties. White with Blue, Black and Brown trim.

HARACHUS

White, Red, Beige and Brown

Fashion Footwear

Next to Dollar Store

Phone Red 321

**Audel's
PRACTICAL HAND BOOKS**

BLUE PRINT READING	\$2.50
MACHINISTS' AND TOOLMAKERS' GUIDE	\$5.00
WELDERS' GUIDE	\$1.35
NEW AUTOMOBILE GUIDE	\$5.00
NEW ELECTRIC LIBRARY (12 Volumes), each	\$2.00
CARPENTERS' AND BUILDERS' GUIDE (4 Volumes), each	\$2.00
MASONS' AND BUILDERS' GUIDE (4 Volumes), each	\$2.00
PLUMBERS' AND STEAMFITTERS' GUIDE (4 Volumes), each	\$2.00
ENGINEERS' AND MECHANICS' GUIDE (8 Volumes), each	\$2.00
MILLWRIGHTS' AND MECHANICS' GUIDE	\$5.00
MATHEMATICS AND CALCULATIONS	\$2.50
DIESEL ENGINE MANUAL	\$2.50
MARINE ENGINEERS' GUIDE	\$4.00
SHIPFITTERS' HANDBOOK	\$1.35
PRACTICAL ENGINEERING ANSWER BOOK	\$1.35
ELECTRIC SCIENCE DICTIONARY	\$2.50
ELECTRIC POWER CALCULATION	\$2.50
ELECTRONIC DEVICES	\$2.50
NEW MECHANICAL DICTIONARY	\$5.00
STEEL METAL WORKERS' HANDBOOK	\$1.35

Prince Rupert Branch Agency
T. Audel Co.

McRae Bros. Ltd