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Coast News

SERVING THE GROWING SUNSHINE COAST
 Published in Gibsons, B.C. Volume 12, Number 29, July 24, 1958.

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Boards of Trade urge speed in settling strike

Three Boards of Trade, Pender Harbour, Sechelt and Gibsons combined to send a telegram to W.H. Payne, Coast-Capilano Conservative MP Sunday night to see if action to settle the seamen's strike could not be speeded up.

Here is the telegram which was sent, signed by all three boards of trade: "The undersigned three boards of trade appeal to the federal government of Canada to do all in its power to obtain immediate action in settling the seamen's

strike on the Pacific Coast. The paralyzing effect of this strike is affecting the economy of 25,000 persons from Port Mellon to Powell River, who are dependent on Black Ball ferry service. The right to normal living of 25,000 people in this territory and the other thousands involved elsewhere deserves consideration of the federal government."

The following reply from Mr. Payne:

"I wish to acknowledge the wire of July 20 from your

Board of Trade and the other Boards of Trade in the area of Sechelt and Pender Harbour.

"I am deeply conscious of the problem which faces all the people living in the area serviced by the Black Ball Ferries, north from Horseshoe Bay.

"I wish to assure you that I have been in very close contact with the prime minister and the Hon. Michael Starr, minister of labor, for the past several weeks, in order that action shall be taken to settle the Canadian Pacific Steamship tie-up, and urging that, if possible, federal government action should be taken in connection with the Black Ball Ferry tie-up as well.

"The Hon. Howard Green was dispatched to the west coast during this past weekend, and is expected back in Ottawa this evening. I shall continue to keep in close touch with the government in this connection, and will do everything within my power to see that ferry services are re-established up-coast and to Vancouver Island at the earliest moment."

NEW PHONE RATES ARE ANNOUNCED

Most B.C. Telephone Company exchange and long distance rates will go up slightly on August 1. In a judgement handed down in Ottawa the Board of Transport Commissioners for Canada authorized the company to increase its exchange and long distance rates by an average of 2.94%, which would bring in additional revenue of \$1,300,000.

The judgment authorizes an increase in exchange rates of an average of 3.42% (asked — 11.7%) and an increase in long distance rates of 5% (same as requested). Residence exchange service rentals will go up an average of 2% and business service monthly rentals will rise an average of 6.04%. Here are the new phone rates:

	BUSINESS PHONES		
	Individual	2-party	Multi-party
Pender Hbr. and Bowen Island	(old) \$3.15 (new) 3.30	\$2.50 2.60	\$2.20 2.25
Gibsons and Sechelt	(old) 3.25 (new) 3.40	2.60 2.70	2.30 2.30
RESIDENCE SERVICES			
	Individual	Multi-party	
Pender Hbr. and Bowen Island	(old) \$5.10 (new) 5.35	\$3.40 3.55	
Gibsons and Sechelt	(old) 5.35 (new) 5.60	3.55 3.65	

Bad fire at Sechelt

What could have been a disastrous fire broke out in Sechelt Saturday afternoon at premises of Peninsula Logging Supply Co.

A lead melting pot exploded in the machine shop and in no time that part of the building, of frame construction, was blazing fiercely.

Prior to the arrival of the Sechelt Volunteer Fire Department which was on the job within minutes, Norm Watson of Sechelt Lockers and a group of men from a nearby carnival went to work with a hose.

Only the direction of the wind prevented the fire from assuming serious proportions, with a whole block being in danger. However, due to the prompt efforts of the firefighters, the blaze was soon brought under control.

Damage was estimated in the neighborhood of \$7,500.

During the fire, the volunteers were hampered by motorists carelessly running over the fire hose, causing two breakages which were repaired by the firemen in record time.

Long distance rates will increase for distances of over six miles. Generally, day station-to-station rates will rise until about the 400-mile mark, after which they will remain the same or drop slightly. Person-to-person rates will rise more than station-to-station rates, and the discount on night and Sunday calls will be reduced.

A flat surcharge of 10 cents will be levied on station-to-station collect calls and on station-to-station calls charged to a telephone other than the calling or called telephone. This will not apply to credit or Zenith service calls or on person-to-person calls.

AN EXPLANATION

Owing to strike action cutting off normal traffic between sources of supply and incoming express, the Coast News was forced to curtail the size of this issue.

SHIPS AT PT. MELLON

Two ships have been in Port Mellon over the weekend to take on pulp, the Norwegian ship "Laurent Svenson" and the American ship "Santa Adelia."

More time for exhibits

Fair committee members are hard at work preparing for the Sunshine Coast Fall Fair Aug. 15 and 16 in the School hall and other halls nearby.

This year, it has been arranged the exhibits will be opened to the public up to 9 p.m. Saturday night. The dance usually held on the last night of the fair has been omitted because it was thought the time allowed for the display of exhibits was too short. Having them available after 5 p.m. Saturday will enable many persons to see the produce and handicrafts available in this area.

Friday evening will see the official opening and Saturday afternoon will have as its feature the pet and decorated bicycle parade for children headed by Piper Eric Thomson.

One Gibson's taxpayer happy

One Gibsons citizen is happy! She was away for a while and on her return found the Village Commission had replaced a set of steps, previously damaged during municipal work, with a new set. She wrote and thanked the commissioners for their thoughtfulness.

The letter was read at Tuesday night's commission meeting.

Accounts passed totalled \$224.52 of which \$146.49 was for water, \$37.50 for roads, \$30.60 general and \$9.93 on fire protection.

A building permit for a \$150 storage shed was issued to Lars Brakstad.

Many see warships at Pt. Mellon

Visit of two Royal Canadian Navy ships to Port Mellon gave several hundred people of the Sunshine Coast a chance to look them over at their berths. Gibsons folk saw the vessels because of a walk both made on entering Howe Sound and on leaving. The request for this sweep was made to the committee in charge by the Coast News, one month ago.

On the second night of the stay in Port Mellon a reception was held aboard the James Bay with commanders of both the James Bay and Cowichan as hosts. Some 40 persons were invited to this function on the fore-deck.

Officers and crew members were entertained by Port Mellon people and also attended the Centennial Committee dance. The Port Mellonites also staged a ballgame for the crew but the crew ended with the short end of an 11-8 score.

C.O. of the James Bay is LCDR John Coates, C.D. R.C.N. and the C.O. of the Cowichan, LCDR George S. Brooks C.D. R.C.N.

H.M.C.S. James Bay and Cowichan are coastal minesweepers of the "Bay" class, equipped with the latest devices to sweep mines laid in coastal waters by an enemy.

Their vital statistics are: Length, 152 feet; beam, 28 feet; displacement, 460 tons; engines, twin diesels; maximum speed, 16 knot; complement, 5 officers and 40 men; construction Aluminium and wood.

The two ships were both built by Yarrows Ltd., Victoria, James Bay being commissioned for service with the Royal Canadian Navy in June, 1954 and Cowichan in December, 1957.

All minesweepers of this class are named after Canadian Bays. James Bay taking her name from the arm of Hudsons Bay that extends south into the northern part of central Canada and Cowichan being named after Cowichan Bay in the Duncan area of Vancouver Island.

1 dead 2 wounded in mystery shooting

Reason for the attempted murder of Mrs. Doris Webb, 34 and her husband Charles, 37, and the suicide of the one who did the shooting in West Sechelt Monday afternoon is a mystery even after close investigation by RCMP.

Mr. and Mrs. Charles Webb were headed on a shopping trip and Mrs. Webb had got out of the car to remove a rock holding a rear wheel when a shot rang out. Mr. Webb thought it was a blown tire and on getting out was shot at twice.

Mr. Webb, a logger, said he and his wife and their four children climbed into their car for a trip to town. They live on School Road, about one mile west of Sechelt.

Mrs. Webb got out of the car to remove a rock behind the rear wheel.

"Right then I heard the scream of a bullet, except that I thought it was air going out of the tire. Then my wife screamed," he said.

"I knew something was wrong and I jumped out of the car. My wife was getting off the ground. Then I saw him, pointing the rifle at me from behind a stump.

"The first bullet hit my arm and I fell. Then the second whanged into my side and came out across my back."

At General Hospital, Mr.

Webb could give no reason for the attack. He said he had few words with the man who lived about 400 feet up the road and that he knew him only as "Bob."

The neighbor — known to Sechelt residents as Robert "Bob" Doherty — shot and killed himself in his bachelor quarters nearby.

Mr. Webb said his wife scrambled off up the road, with the rifleman after her. He made a move as though to cut her off, then stood still.

"I called to him. I told him it didn't matter what he did to me, but I asked him not to hurt the children," Mr. Webb said.

Shirley, 13, grabbed 7-year-old Terry and dashed off after her mother. Diane, 11, dashed into the woods. Richard, 1½, stayed with his dad.

At this point Doherty disappeared into the nearby woods.

Mrs. Webb ran to the home of her friends, Mr. and Mrs. George William Derby. They called police.

Four RCMP officers and the Sechelt Volunteer fire department answered immediately. Dr. W.N. McKee was called from Port Mellon. The Webbs were rushed to hospital by plane. The children are now being looked after by the Derbys.

First aid winners awarded trophies

During Friday night's Centennial dance in Port Mellon Community hall, an event which coincided with the stay in Port Mellon of two Royal Canadian Navy minesweepers, presentation was made to the Port Mellon Mill first aid teams of the trophies recently won.

C. B. Davies, resident manager, opened the presentations with a brief resume of the history of the competitions in which the Port Mellon team had won in order to become B.C. First Aid Champions. Mr. Davies then called the two teams to the presentation table. Teams consisted of: Cliff Mahlman, captain; Gordon Taylor, Frank Skidmore, Merv Fladager and Herb Newman. Lila Farnham, captain; Bobbie Puchalski, Annette Marleau, Lorraine Tyson and Mabel Conrad, Pete Madison, coach.

C. R. Rüstemeyer, safety director of Canadian Forest Products Ltd., presented the Ken Marsden plaques to the men's team and the engraved compacts to the girl's team in recognition of their first and second place in the C.F.P. Ken Marsden Competition.

D. R. Macklam, personal manager of Howe Sound Pulp division, then presented the Safety Bonus bonds, 30 bonds each

which were won by the men's team; 10 each by the women's team and which were part of the Mill Safety program.

Kingsley Harris, assistant to the manager of the Canadian Pulp and Paper Association, western division, presented the Workmen's Compensation board Totem trophy and silver engraved trays to the men's team members on behalf of the Workmen's Compensation board and the Canadian Pulp and Paper association. Mr. Harris also presented the men's First Aid team with suitably crested blazers as recognition from the executive of the Canadian Pulp and Paper Association.

Dr. Hugh Inglis, as examining doctor for the First Aid teams, presented St. John's certificates to all team members and in turn Dr. William McKee presented the five Safety Bonus bonds which any First Aid certificate winner was eligible for under the C.F.P. safety program.

This wound up the award presentation program and a well attended dance followed, with the Mellonaires supplying the music.

NICE CATCH

Mrs. Pearl Osborne won last month's Peninsula Rod and Gun Club fishing derby with a 22 pound spring salmon.

Thomson checks his "baronial" estate in the Orkney Islands

(BY ERIC THOMPSON)

I left you at the end of Kirkwall pier. Kirkwall is a little city of 4500, with a rose-red cathedral named for St. Magnus, and it is the business centre for the Orkney Islands. These number about 50, and about half of them are inhabited. It was in the Orkneys the Hudson's Bay Company had started to send their ships to Hudson's Bay. In the Orkneys these ships took on their provisions for the voyage, and also took on what were then called the "Company servants" to work for the Company in Hudson's Bay and westwards. The Company had found these men industrious and honest and there is hardly a family in Orkney but what has its ties with the HBC and hardly a place west of Hudson's Bay without its Orcadian.

At the more conventional hour of seven, we got a taxi to our

hotel, and after breakfast, we paid our first call on my uncle, who has his place of business at the other end of town. My wife was amazed at the principal street, a long, very narrow, winding one, paved with flagstones from side to side, without a sidewalk anywhere. I explained to her that this street had been thus for over 1000 years, and as for being without sidewalks, would she please remember Gibsons Landing.

We found my uncle in good spirits, and very glad to see us. There was a cold north wind blowing, and after it had blown for two days, we decided that we would take a chance and visit my farm on South Ronaldshay. The last time I made that trip, I had to walk to Scapa, about two miles, then embark on a big yawl, called "Brown's Boat," in company with some cattle

and a pig or two and miscellaneous cargo, and had to assist with the sails. After spending half a day beating up into St. Margaret's Hope, for which I paid half a crown. I still had 8 miles to work across South Ronaldshay. This time the taxi came to the hotel door and whisked us over the Churchill Barriers to the far end of South Ronaldshay, 21 miles, in 40 minutes, but this time it cost two pounds.

As there have been so many stories going round as to the nature of my heritage, from "the dim shieling n the misty island" to a baronial castle, let me state that the place is a 65-acre farm, all in cultivation, with a substantial 1½ storey stone house in the middle of it and a very adequate assortment of outbuildings. The present house is about 200 years old, and

an older house, of which no trace remains, stood there before 1623, at which date the property was purchased by my Thomson forebears. This farm is about a mile back from the Pentland Firth up a gentle hill, and looks across to John-o' Groats, seven miles across the stormy firth, and farther away to the right is Wunnot Head in Scotland and the Castle Mey, the Caithness home of the Queen Mother.

We had lunch with my tenant and his lady, fine folk, and I took my wife for a walk round, and ended up on the beach at Burwick Bay, where there is the little old pre-Reformation church of St. Mary, and across the road the green mound where stood the cell of the Culdee missionary priest in British times. Our wanderings had been duly noted, for, as we passed the churchyard on our way back to the

farm, a man called me by name, and to my delight, he was one of my boyhood friends, who had anticipated that we would like to see the curious stone inside the church, and had come across country with the key.

This stone, pointed at either end and flat in the middle, has on it deeply incised, a right and a left human foot-print. The story about it is that long before the Vikings came, St. Ninian was making a tour of inspection up that way to see how his priests were making out, and arrived at John o' Groats only to find that the ferry had gone. Being a saint, he had more potent powers of invocation than what we have in the same circumstances, so he stepped on this flat stone and bade it transport him to South Ronaldshay, which it did, and he left it at Burwick to show what one could

do about ferries when he had the right back-ground.

When we were leaving, we asked if it would be possible to come back in a week, and have an afternoon with the neighbors and it was so arranged. When the day came, the wind was blowing a steady 50 miles an hour, with gusts of 60, but it was fair, so we returned to the farm. I got down to the shore in the morning but my wife couldn't walk into the wind and had to turn back.

It seemed that we had hardly stowed away a very excellent lunch when my neighbors started to arrive, and soon the room was full. Not only were they neighbors but they were kin in some degree, and some I remembered from long ago.

The lady of the house set before us a tea that was tea.

(Continued on Page 3)

The Coast News

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Are strikes necessary?

British Columbia in this Centennial Year has had a considerable amount of labor troubles and if one were to balance the financial aspects of the general situation one can arrive at one conclusion and that is the monetary loss has not been worth it.

Anything written here is not to be regarded as taking sides in any strike. What is being stressed is the value of strikes to labor and to the communities involved.

There is little need to point out the Sunshine Coast over the last couple of years, through strikes and talk about strikes has had a dampener placed on its economic life. Why should this be?

Strikes cost employees a considerable sum of money and much time passes before they feel any benefit from the increase gained. Labor should not be denied the right to seek what it believes it is worth but should it have the right to curtail normal economic operations of any individual outside a labor union?

Could there not be some form of legal arbitration binding on both sides and made retroactive to a deadline set by both parties. While arbitration was under negotiation, employees could be working and drawing wages.

Perhaps what is written above is an ideal or what some labor officials would term a pipe dream. Maybe so but the loss to the economic life of the various communities is no pipe dream. The Coast News has in the past pointed out that the general public is not happy about the general labor situation and would like to see more stability. It can be achieved without either side giving ground.

Government interference in public affairs is not always desirable but governments have a responsibility to maintain normal conditions under which a thriving populace can afford to pay taxes governments demand. If such is not the case should we assume that the reins of economic life in British Columbia are held by a few with power to call strikes at will?

Small craft facilities

Apparently the federal government is becoming aware of the need for greater small craft facilities, not only in British Columbia but across Canada. This fact is revealed in comments made in Hansard, the House of Commons record on debates.

With the growth of small craft, which no one on the Sunshine Coast requires to be convinced, judging from the number that visit the coast line or are transported on top of or behind automobiles, something will have to be done about accommodation or them and that is why the Coast News has adopted a vigorous policy on this subject.

Today's situation is just a drop in the bucket if one visualizes the probable condition ten years from now and any community which depends in part on such visiting craft should do so, the situation can become serious.

The Coast News has no desire to howl for the spending of public money unnecessarily but with autoists receiving the benefit of good roads and the establishment of roadside parks and so forth it would appear in order to speak up for the people whose transportation is by water and give them an equal break with the motorists.

Launching ramps are a necessity and it should be recalled that not many weeks ago a provincial government department asked authorities along the coastline to state where they had launching ramps available. There are not too many on the Sunshine Coast. There should be more.

As regards breakwaters or marinas, the Coast News continues to be of the opinion something should be done in Gibsons harbour, something exclusively for visiting craft. The cost would not be too heavy but the returns from such cost would be of great assistance to the area's economy.

ADVERTISEMENT

Timely Travel Tip Can Save Worry - Money, Too

It can be mighty embarrassing when you run short of ready cash while travelling. Yet no one likes to carry around large sums of cash because there's always the danger of loss or theft.

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More and more people are finding the easiest and safest way to carry funds for travel purposes today is in the form of B of M travellers cheques. Any bank in Canada and most hotels and stores will cash them readily — because you counter-sign each cheque only when you cash it.

Thus the person cashing it knows right away that you and only you are the rightful owner. This feature makes B of M travellers cheques useless to everyone except their purchaser. What's more, if your B of M travellers cheques are lost, destroyed, or stolen, the bank replaces them.

So before you set off on that next trip, stop at the Gibsons branch of the Bank of Montreal and buy as many travellers cheques as you think you'll need. The service charge is negligible and the peace of mind is wonderful.

Joe Bourque, the accountant, or any member of the staff will be glad to help you make any other arrangements for your travel financing. If your trip is an extra long one and you need a large sum, travellers letters of credit are available from the B of M, and if you are going abroad, there are special travellers cheques available at every branch.

Whereas and whereof

By Don Donagan

Vancouver papers, in reporting the ferry strike, rarely mention its effect on the Sechelt Peninsula. Another reason to boost the Sunshine Coast, many Vancouverites being unaware of our existence.

Headline states that Canadians are getting more say in international unions. No doubt what is means is that they say "yes" more often.

Hollywood actress was granted a divorce because her husband kicked in the TV set Judging by current programs, he had lots of justification.

The International Joint Commission started this week on a tour of water projects in the Pacific northwest of Canada. We wonder how many distilleries will be visited.

Talking about TV commercials, our editor says that present-day TV stinks with deodorants.

Mr. Diefenbaker has been criticized for having had a loudspeaker installed in his office enabling him to listen to House debates when he is not in the chamber. The man sure is a "brute for punishment."

Princess Margaret lost a gold cigaret lighter during her train trip through the northern Cariboo country. No doubt we can now look for scores of morons walking the tracks in search of it.

We have been after the editor for a raise for some weeks and his only excuse for not complying is that he wants us to lead a good Christian life. That's the only kind we CAN lead on what we're getting. (Ed. note: Its too much.)

A U.S. expert says that the Mid-east crisis will not increase the cost of living. No, but it might lessen the chances

LETTERS to editor

Editor: I am replying to the J. Schutz letter in your issue of July 17, in order to put the record straight.

The point is that the fence referred to, was definitely not erected as a spite fence, as your letter implies, but in order to protect my interests, against certain objectionable conditions existing over a long period of time, on which I could get no satisfaction whatever from the owner of the other property, in fact my requests have been ignored.

The only reason it was extended to your property was merely to complete the fence, which would not only have looked odd without it, but would also have defeated the very purpose otherwise for which the fence was erected.

I have no personal animus against Mr. Schutz whatsoever, in spite of his reference to the "higher the fence the smaller the soul."

Robert Lamont

Editor: I would like to say thank you to the kind parents who took the trouble to write the nice letter which appeared in a recent issue of your

LEGAL

"LAND ACT"

Notice of Intention to Apply to Purchase Land

TAKE NOTICE that Frank Albert Longo, 319 Jeter St., of Redwood City, Calif., occupation Boiler Inspector intends to apply for permission to purchase the following described lands:—

Commencing at a post planted at the south-west corner of lot 6527 Gr. 1, N.W.D., thence two chains east to west boundary of district lot 2006, thence five chains south to north boundary of lot 2952; thence west approximately fourteen chains to the shore of West Lake, and following the shore in a north-westerly direction to point of commencement and containing five acres, more or less.

The purpose for which the land is required is campsite and future homesite.

Frank A. Longo

Dated June 12th, 1958.

Lawrence Edward Wray, Agent

paper. I really appreciated it as a letter like that makes all the ups and downs of teaching worthwhile.

My three years of teaching here in Gibsons have been a most rewarding and satisfying experience, but the children have given me so much more than I could ever give them.

My sincere thanks are also extended to every one who has so kindly given me help and co-operation while teaching at Gibsons Elementary School, and the many remembrances and good wishes I have received from this community will never be forgotten.

Shirley R. Linton

Halfmoon Bay

By PAT WELSH

Beaches are full of happy children swimming and sunbathing. Water skiing is popular and fishing good. Up for the weekend were Dr. H. Caple, Mr. and Mrs. Neilson Darling, Mr. H. Hunt, Jr. and Brian; Mr. Don Ross.

Mr. and Mrs. D. Welsh of North Surrey are spending the next two weeks with the Paddy Welshes.

Registered at the Redroofs resort are Mr. and Mrs. Bruce Ashcroft, Phillis and Lynn and guest, Mr. and Mrs. H. Pinkerton and family, Mr. and Mrs. A. West and family, Mr. and Mrs. Colliss and family and Mrs. M. Jones, Vancouver; Mr. and Mrs. E. E. Quinn and family, Westview; Mr. and Mrs. A. M. Gordon, Westview; Mr. and Mrs. J. W. McLennan and family, Mr. and Mrs. J. L. McLennan and family, Burnaby; Mr. Rogers, Burnaby; W. Perendoom, N. Burnaby; Mr. H. Sutherland, E. Montgomery of Burnaby and Mr. E. Kobell, of Kindersley, Sask.

Miss Marilyn Cooper weekendend with her parents at Redroofs.

Word has been received by Mr. and Mrs. F. Lyons of the arrival in Montreal of her son Flight Lieut. R. Laird, RCAF, and family. They are the guests of Mr. Laird's sister and husband, the Neville Russells for a few days before driving to Vancouver and Halfmoon Bay. They were stationed at Metz, France for the past three years.

Miss Carson Graves daughter of Mr. and Mrs. J. Graves of H. M. Bay is enjoying a six week tour of California and points south with her Aunt, Mrs. M. Jones.

Mr. and Mrs. Tag Nygard are at their summer home in Buecaneer Bay for the summer months.

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