

THE DAILY NEWS

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PRINCE RUPERT, B. C., TUESDAY, NOVEMBER 2, 1915.

PRICE FIVE CENTS

BRITISH ARTILLERY SUPERIOR TO GERMAN

QUEER BULGARIAN ANNOUNCEMENT—REPORTED RUSSIAN LANDING AT VARNA

GREECE WILL DEMOBILIZE WHEN BULGARIA IS FINISHED

BULGARIA PLANS TO QUIT WHEN MACEDONIA IS HERS—PLANS LAID FOR ONLY SIX WEEKS' FIGHTING—RUSSIANS REPORTED AT VARNA—FRENCH DRIVE BULGARIA BACK

(Special to The Daily News.)
Athens, Nov. 2.—The Greek paper "Nea Imra" announces that the demobilization of the Greek army depends on the result of the Bulgarian war with Serbia. Greece will demobilize at the same time as Bulgaria.

Limited Program.
Bulgaria has informed Greece that her program is limited, and that she will not push the advance after occupying Macedonia, north of Monastir, unless Serbian-Anglo-French attacks compel her to. Bulgaria expects to finish her share of the fighting in six weeks.

Russians Have Landed.
London, Nov. 2.—New classes of recruits are being mobilized for the Roumanian army and it is re-

ported that Roumania intends to enter the war on the side of the Allies.

A Bucharest report states that the Russian army has landed at Varna.

French Successes.
The French successes continue. They have thrown back the Bulgarian right wing on the right bank of the Vardar with heavy losses.

Athens newspapers are publishing inspired articles friendly to the cause of the Allies.

More Reinforcements.
Amsterdam, Nov. 2.—British and French transports are landing troops at Kavala, in Greece, 75 miles northeast of Saloniki, near the Bulgarian border. This report comes from Berlin.

NO BODIES RECOVERED FROM LEONA WRECK

Vancouver, Nov. 2.—A police launch, which set out in search of survivors from the wreck of the ore carrier Leona, has returned with a report that there is no sign of more survivors or of any bodies.

G. T. P. PURCHASING AGENT IS LOCATED IN THE CITY

J. N. McLeod, store steward and purchasing agent for the G. T. P. Steamships, is now at the Hotel Prince Rupert. Mr. McLeod is interviewing local merchants regarding the purchasing of supplies for the G. T. P. fleet.

J. E. Oppenheimer has returned from the Rocher de Boule mine, and reports that everything is proceeding well.

BOARD OF TRADE DISCUSSES MUNITIONS

D. G. Stewart presided over a well attended special meeting of the Board of Trade yesterday afternoon to discuss the question of war contracts relative to Prince Rupert.

Commissioner F. S. Wright read a letter received from the shell committee asking for bids for shell contracts, and also a telegram sent in reply asking for some further particulars regarding the delivery of certain parts to be provided by the committee, to which no reply had been received. The commissioner pointed out that a large allotment of shells had been distributed amongst manufacturers in the south without competitive bidding but that Prince Rupert had received no such allotment, but had been asked to bid in the open market for such business.

He also referred to the fact that no further reply had been received regarding the exhaustive report on the mineral resources of this part of the province prepared by A. C. Garde for the board, and suggested that steps be taken to secure some recognition for Prince Rupert as a site for a copper refinery.

In conclusion, Mr. Wright suggested that a delegation of three be sent to Ottawa to interview the shell committee.

The question of shell making was freely discussed, everybody being decidedly in favor of Prince Rupert getting a share of the business, but the idea of sending a delegation to Ottawa found no support, and was, therefore, dropped.

D. Thomson, of Akerberg & Thomson, said that his firm was figuring on this business, but required some guarantee that they would get a contract before venturing to put say \$20,000 into new plant. He was satisfied that

CORONER'S JURY SITS TILL MIDNIGHT TAKING EVIDENCE

ENGINEER ON SPECIAL DID NOT APPLY EMERGENCY BRAKES WHEN FLAGGED—TRAIN COULD HAVE BEEN STOPPED IN 2,000 FEET—JURY ASKS FOR ADJOURNMENT

From eight o'clock last night until midnight the coroner's jury sat taking evidence regarding the circumstances under which W. D. Tippens, train agent, met his death on Friday at mile 43 on the G. T. P.

The inquest was conducted by Coroner J. H. McMullin. The jury consisted of George W. Morrow, foreman, J. Scott, J. B. Roerig, David Thomson, W. P. McPhadden and W. Reith.

L. W. Patmore appeared as counsel for the G. T. P., and A. M. Manson for Mrs. Tippens. General Superintendent Mehan, Superintendent Kilpatrick and other officials of the company were present, while a large number of railroad men and other citizens filled the court.

Charles W. Brown, engineer on the way freight, was first called. He stated that nothing unusual occurred until the air hose broke, automatically stopping the train. They were repairing it when the special overtook them. The two trains should have met at Kwinitsa mile 46. In reply to questions from Mr. Manson and Mr. Morrow he said he signalled by whistling and the brakeman went back to flag the special. He said that a train travelling at 25 miles an

hour should be stopped in 2,000 feet.

Joseph Nelson, conductor of the way freight, was next called. His evidence corroborated that of the engineer. He did not think that extra 97 could have been two minutes behind him. In reply to Mr. Patmore, he said that the la-

he saw of the smoke of the extra was about two miles and a half behind him. To Mr. Morrow, he said that Mr. Tippens was writing in the caboose, and witness said to him "the extra is pretty close."

Tippens had apparently been coming out when the trains met. Clarence Foster, brakeman on the way freight, testified to starting back up the track when his engineer signalled. When he was one pole length (150 feet) away from the caboose, he saw 97 coming out of the snow-shed. He flagged him, and the oncoming engine had a clear view of him for about two poles. Witness kept running and flagging. The engineer should have had an uninterrupted view of him for 14 poles. When within two poles of him he answered by putting his hand out of the window. He did not shut off until within a hundred feet of him, and did not apply the emergency brakes. The brakes did not seem to apply until half the train had passed him. He believed the train was going at about six miles an hour when the accident happened. Witness believed that the train could have been stopped in time had the emergency brakes been applied in time.

J. H. Fea, conductor of the extra, said they made good speed between miles 35 and 41, then they slowed down a little. About 15 pole lengths past the snow-shed he heard the brakes applied, the emergency was not then applied. He did not see the flag. Witness had told the engineer, on leaving Skeena City to keep a sharp lookout for the train ahead. So far as he knew, there were no torpedoes on the track.

Mr. Foster, recalled, said he had a torpedo in one hand and the flag in the other, but did not use the torpedo as the flag was answered by two short whistles from the engine.

H. Tanner, fireman on 97, stated that this was proceeding along

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LIBERAL MEETING

A Liberal meeting will be held on Friday evening next, November fifth, commencing at 8:15 o'clock, in the large store formerly occupied by Hoffman, adjoining Little's Pool Room, Second Avenue.

SPEAKERS:
T. D. PATTULLO
Liberal Candidate for Prince Rupert Electoral District.
—AND—
H. L. HARRIS
Formerly Editor of the Bella Coola Courier.
EVERYBODY WELCOME

GENERAL FRENCH DESCRIBES BIG DRIVE IN SEPTEMBER

BRITISH GUNS AND GUNNERS VASTLY SUPERIOR TO GERMAN ARTILLERY—USE OF GAS COMPLETELY DEMORALIZED ENEMY—9,000 DEAD—BRITISH TORPEDO BOAT SUNK

(Special to The Daily News.)
London, Nov. 2.—(Official despatch) Reviewing the big drive on the western front on September 25th, Sir John French states that the new British heavy guns, and the British gunners, have shown vast superiority over the enemy's artillery.

He further states that the use of gas by the Allies as a reprisal against the tactics of the enemy, proved demoralizing to the enemy, who were advancing in masses. The Germans left 9,000 dead in front of the Anglo-French trenches.

Today, all is quiet on the western front.

Torpedo Boat Sunk.
The British torpedo boat 96

has been sunk in a collision in the Mediterranean off Gibraltar. Eleven lives were lost.

Work for Canada.
Ottawa, Nov. 2.—General Mahon, the British ordnance expert, is making an inspection of Canadian factories with a view to establishing heavy ordnance works in Canada.

Powder Explosion.
Wilmington, Del., Nov. 2.—Fourteen men have been injured by an explosion in the Dupont Powder Works here.

THE CRADLE
Born to Mr. and Mrs. J. R. Beatty, a son, at the general hospital this morning.

OVERHAULING OF G. T. P. STEAMERS DISCUSSED

At the special Board of Trade meeting yesterday afternoon, the question of the desirability of having the G. T. P. Steamships Company carry out the overhauling of their steamers at Prince Rupert drydock, was discussed. The commissioner stated that the Prince Albert is at present being overhauled at Wallace's yard in Vancouver.

There seemed to be a general feeling that some new method of prodding the G. T. P. directorate should be adopted, and finally Mitchell Albert moved that a petition be circulated for signatures throughout the city requesting that the G. T. P. take steps to have such work done in Prince Rupert rather than in Vancouver. This carried.

ed that they could not see the other train until within five pole lengths of it. He heard the engineer say something and saw him apply the emergency, so that he felt that something was happening. To Mr. Manson, he said that Engineer Herstick was looking out ahead sometime before the brakes were applied.

G. Phillipson, brakeman on the special believed that the emergency had not been applied until he applied it, on seeing the flag, after six cars had passed the flag. He saw by the flagman's face that something serious was wrong.

Locomotive Supt. Watt, not on oath, gave information to the jury regarding the stopping of a train by emergency brakes. He said that, given a good rail, a train could be stopped within its own length. This closed the evidence. The jury deliberated for a long time this morning, and then asked the coroner to grant a further adjournment to allow them to inspect the track where the accident occurred.

FUNERAL SERVICES OF ARCHIE SHERRITT

The funeral of the late Archie Sherritt will take place from the B. C. Undertakers parlors to Fairview Cemetery at 3 p. m. tomorrow. Rev. H. R. Grant will conduct the services.

INTERESTING LECTURE

In the Presbyterian Hall Thursday at 3:30 p. m., Mrs. H. R. Grant will deliver an address on "The Lost Ten Tribes of Israel." Mrs. Grant has made an extensive study of this subject and a most enjoyable and interesting afternoon should be the result. All are cordially invited to attend.

The halibut schooner Omanany brought in 60,000 pounds today. The Atlin Company bought her cargo at 6 7-8 cts. The Pioneer made her first call here with 60,000 pounds also.

MAJESTIC :: THEATRE
Tonight and Tomorrow
Fourteenth Episode of
"THE BROKEN COIN"
In two thrilling parts.
ANIMATED WEEKLY
World and War Latest News.
"JEANNE OF THE WOODS"
Featuring Mary Fuller, the renowned Star Actress.
"FREAKS"
A Riproaring Comedy.
ADMISSION 10 and 15 cents.
Coming Wednesday and Thursday—
Pathe Famous Masterpiece, "The Silent Chord."

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Follow the crowd to Self's Cafe. There is a reason. Next Majestic Theatre.
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POPULAR PRICES, 10 and 15 cts.
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