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VOL. XIII, NO. 222. PRINCE RUPERT, B.C., THURSDAY, SEPTEMBER 20, 1933. Yesterday's Circulation 1646 Street Sales 426. PRICE FIVE CENTS.

TURGEON INQUIRY OPENS IN PRINCE RUPERT

ALBERTA IS INTERESTED IN MOVEMENT OF GRAIN THROUGH PACIFIC PORTS

Prince Rupert Places Her Case for Grain Elevator before Grain Commission at City Hall Today

The Royal Grain Inquiry Commission sat this morning at the City Hall and listened to a great deal of argument by experts and others, all of whom strongly advocated the erection of a grain elevator at this port, the chief reasons for it being the need of providing an additional outlet for prairie grain, the need of developing the interior valleys of B.C. as grain producing areas, the accessibility of this port to world markets, the port facilities and railway facilities offering and their advantage in the matter of location and cost over any other port in the world.

Mr. Justice Turgeon presided, and with him were the other commissioners, Dr. D. A. McGibbon, Dr. W. J. Rutherford, and James Guthrie Scott. Mr. Justice Turgeon explained the purpose of the session here and Mayor Newton welcomed the commission and said all here appreciated their coming. He was surprised that some effort had not been made before this to use Prince Rupert as a grain shipping port. The people here had been pleased at the interest Sir Henry Thornton had taken in the matter and he felt that the time had arrived when more inviting freight rates would be put in force to aid the prairie men in shipping their grain. He spoke of the short haulage by water from here especially to the Orient where more and more Canadian wheat would be used. He again expressed appreciation of the visit and regretted they did not intend to stay longer. He hoped they would leave feeling as Sir Henry Thornton did, that the opportunity lay here.

No Arguments Against
Fred Stork said there were no arguments against shipping grain from this port but many for it.

ALASKA BOATS MAY BE LOST

Search Ordered for Schooner Teddy Bear and Other Overdue Boats on Behring Sea

NOME, Sept. 20.—The government of Alaska has ordered a party to be organized to search for the schooner Teddy Bear and other boats which it is feared may have been lost in the terrific storm which has been raging for the past two days on Behring Sea. Aboard the Teddy Bear was a United States geological survey party returning from Point Barrow. The schooners Sea Wolf and Silver Wave, which like the Teddy Bear were more than a week overdue, has been located unharmed at Kotzebue on the Arctic Ocean.

NEW DOMINION LOAN FLOATED

As First Step Towards Paying Obligations Totalling \$172,000,000 Falling Due on November 1.

OTTAWA, Sept. 20.—A new Dominion loan, sale of which was announced last night by the finance department, is the first step towards meeting maturing obligations of \$172,000,000 which will fall due on November 1, including the Victory Loan floated in 1918. The issue is tax free and bears interest at five and one-half per cent.

this harbor was unsurpassed, he believed, by any in the world. The almost entire absence of current, the fact that there was ample water, straight channels and commodious anchorage made it easy to approach and convenient for vessels after they arrived. The ships for the Orient were piloted out only 26 miles and then they set a straight course for Oriental ports. Compared with Vancouver or New Westminster it had a great advantage. The pilotage charges were very low, the port charges very small.

W. E. Williams again spoke of port charges to show that they (continued on page six)

BODY OF WOMAN STILL UNKNOWN

Remains Found in Grenville Channel Were Those of Passenger from American Steamer Northwestern

SEARCH AND POST MORTEM IS HELD

Search of the remains at the B.C. Undertakers' Parlors by the provincial police this morning established the fact that the body of the dead woman found floating on the water recently in Grenville Channel near Lowe Inlet was that of a northbound passenger on the American steamer Northwestern. A post-mortem examination performed by Dr. J. P. Cade adduced only that death was due to drowning.

There was found in the clothing on the body the passenger's portion of a northbound passage ticket on the steamer. An envelope addressed to a person in Chicago was also found. The identity of deceased has not yet been revealed. An inquest is in progress this afternoon and the body is being held in the B.C. Undertakers' Parlors while connections in the United States are traced by the American consul.

The body was found by G. Caldwell, foreman of the Lowe Inlet cannery, in Grenville Channel near Pitt Island and just across from Lowe Inlet. It was brought to the city late last night by Provincial Constable Harry Martin and Frank Morris, local undertaker, who were despatched south to investigate the report of finding the body which was at first believed to have been that of an Indian woman.

The remains are in an advanced state of decomposition and, it is believed, may have been in the water for anything from 15 to 30 days. The face is unrecognizable. The body was well clothed with a dress of blue poplin.

It is suggested that the remains may be those of a woman named Miss Josephine I. Robey of Everett who, according to reports in southern papers, has been missing since July 23 following a nervous breakdown after rescuing two persons from drowning at White Rock, near Vancouver. Physical features to a certain extent correspond. As far as is known here, no advice of any person missing from the steamer Northwestern during the summer has been received in Prince Rupert.

THE MAN YOU KNOW.

RALPH V.G. LE PINE
RETAIL MGR. BIG BAY LUMBER CO.

ELKS
COMMUNITY BOOSTING A MORROW
A SHREVEE
A SPEET

Ralph V. G. Lepine, retail manager for the Big Bay Lumber Co. is always to the fore in community work. Mr. Lepine was very active in the work connected with the recent exhibition.

LARGE BOND ISSUE SOLD

Dominion Government Disposes of \$50,000,000 Securities to Canadian Syndicate

OTTAWA, Sept. 20.—The finance department of the Dominion Government reports the sale of \$50,000,000 worth of five per cent bonds to meet maturing obligations. This is the biggest loan of its kind ever placed. The issue was sold to a Canadian syndicate and the principal and interest is payable in Canada.

NO CONCLUSIONS DRAWN FROM PARIS MEETING

London Press Has Little to Say About Conversation Between Premiers Poincare and Baldwin

LONDON, Sept. 20.—The London press is evidently in no hurry to draw a conclusion from the official report of the Baldwin-Poincare talk in Paris yesterday.

The London Post describes the premiers' conversation as a fruitful one. One paper seems to infer that France and Britain will now co-operate with respect to reparations. Some papers warn the public not to build excessive hopes.

OLD COUNTRY FOOTBALL

First Division
Everton 2, Aston Villa 0.
Blackburn Rovers 2, Newcastle United 1.

Edmonton Newspaper Welcomes Prospect of a Grain Elevator Being Built at Prince Rupert

The Edmonton Bulletin in an editorial article states that it would welcome the news that Prince Rupert was taking measures to accommodate wheat shipped from that place. It discusses wheat shipping generally and says both Vancouver and New Westminster will be unable to accommodate the flow of grain westward. The article follows:

"New Westminster also wants facilities for handling prairie wheat and claims that it will cost less to ship wheat from that port than from Vancouver. If that is the case, the Fraser River City has a good chance of eventually becoming the great grain port in place of its larger rival on Burrard Inlet. The grain traffic will eventually find the line of least resistance, unless unfair freight rates or other artificial hindrances are interposed. Meantime there is more business in sight than can be handled by both ports, however rapidly the elevator facilities are created, if the westward rates are put on a level with those to Fort William. If there were boats waiting for cargoes all the time, and the Vancouver elevators were kept crammed, the Alberta crop could not be got through that spout between now and next spring. Alberta of course wants the cheapest port, but as matters stand it needs both, and more terminal facilities than both of them are likely to have for some time to come.

Should Go West
"To the Alberta farmer it is encouraging to note that the New Westminster people are waking up to the possibilities of making their harbor also an outlet for his wheat. The more numerous the communities and interests at the coast which become concerned in hastening the betterment of the western route the brighter the prospect that it will be got into early and active competition with the eastern route. With the handicaps now existing against shipments via the Pacific the wonder is that so much Alberta grain goes that way, though the amount is only a trifle of the aggregate. Geographically there is no reason why all Alberta grown wheat should not go west. But disproportionate freight rates and lack of terminal elevators are real and effective hindrances against the movement. And as yet there is practically no organized grain marketing business at the coast comparable to the Winnipeg grain exchange. Despite these disadvantages some twenty million bushels of Alberta wheat went westward last winter, and the probability is that more than that amount will take the same road during the coming fall and winter.

Wants an Outlet
"As the Alberta crop this year is likely to run to a hundred and fifty million bushels, the vital interest that this province has in the removal of the impediments to westward shipments is apparent. Not all the Alberta crop can be got out this year before the lakes freeze. Perhaps not more than half of it will get to market before winter comes. The balance cannot be shipped until spring unless it is shipped via the Pacific. Yearly more land is put under wheat in Alberta and in coming years it will be still more important than it is now that the western route to open water be available, and with facilities equal to the traffic to be handled. Alberta is not therefore a disinterested spectator of any movement looking to the lowering of the costs of westward shipment, or to the enlargement of the means for handling the grain at the coastal points. This province needs the new outlet, and stands to profit through its development quite as much as the ports through which the traffic will move. It is good therefore to note that New Westminster also wants elevators. It would be equally welcome news that Prince Rupert was likewise taking measures to accommodate some of our wheat."

SIX CANADIANS DEAD IN JAPAN

Final Check Gives Names of People From Dominion Killed in Earthquake Disaster

TORONTO, Sept. 20.—Six Canadians were killed in the Japanese disaster. The Bishop of Nagoya cables that a check reveals the dead as P. A. F. Gablede of Toronto; W. W. Watson, Toronto; Mrs. T. C. Maitland and child and also H. Reid and S. T. Weevil of the Canadian Pacific Railway staff. All other Canadians were unharmed.

Bishop Hamilton estimates that 150 foreigners were killed and places the total casualties at 100,000.

NAVIGATION ON YUKON CLOSING

Northern River Will Soon Change to "Great Green Stone" — Exodus South Now Under Way

DAWSON, Y.T., Sept. 20.—The Klondyke's brief season of navigation is nearing an end. The last steamer Nenana for Fairbanks, Alaska, left here last week. About one more trip each is all that is possible for the three steamers now plying on Stewart River from Dawson to Mayo. Four more steamers are scheduled to sail from Dawson for White Horse this season but if the weather continues favorable there may be a couple of additional sailings before the Yukon River is changed to "the great green stone." The usual exodus of Yukoners going south for the winter is now under way.

U.S. DESTROYER RAMS ARKANSAS

Bow of McFarland Was Shattered When She Struck the Big Battleship

BOSTON, Sept. 20.—One person was killed and several were injured when the United States destroyer McFarland rammed the battleship Arkansas in manoeuvres near Cape Cod yesterday. The bow of the McFarland was shattered but the Arkansas was not damaged.

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