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# AIRPLANES ARRIVE AND ONE IS DAMAGED

# CO-OPERATION RESULTS IN SECURING SETTLERS FOR INTERIOR COUNTRY

## *Four United States Airmen Arrive but One Machine Badly Damaged when Alighting; Will be Delayed for Possibly Two Weeks*

### *Fly Direct from Seattle Safely and only when Landing during Snowstorm does anything go wrong*

### *PLANES NEVER GO HIGHER THAN THOUSAND FEET ABOVE WATER*

### *Splendid feat of air navigation shown in flying under adverse conditions over 600 miles*

The hum of the motors of three United States army round-the-world flying machines was heard at 4.50 yesterday afternoon and cheers rose in unison from several hundred citizens who had waited for an hour or more in drenching showers of alternate rain and snow at the Seal Cove landing place. A few minutes later the machines swooped into visibility from a blinding snow squall and effected landings. Major F. L. Martin, commander of the squadron, came down first, swooping to the water near the buoys with an impact which broke two struts in his machine. Lieut. Lowell Smith and Lieut. Erik H. Nelson, approaching at some height, circled round overhead to reduce altitude and made long approaches landing very gracefully on the water further out and taxied into their mooring places. Lieut. Leigh Wade, who was over an hour and a half later in leaving Seattle, brought his machine in at 5.25, having made the flight north in forty minutes less time than his companions.

Major Martin took off from Seattle at 8.35 yesterday morning and Lieut. Smith and Lieut. Nelson got away at 8.50, landing together at 4.55, the first machine made the flight in eight hours and thirty minutes, and the two other machines in eight hours and fifteen minutes. Lieut. Wade, taking off from Seattle at 10:05 and arriving here at 5.25, accomplished the voyage in seven hours and twenty minutes.

**In Snow Storm**

The snow squall, which unfortunately was in progress while the three first machines were landing, was the cause of Major Martin's trouble. After six hours of very difficult navigation with poor visibility owing to showers of snow and rain and fog, Major Martin, with the two accompanying machines close behind, came into the harbor and sighted the buoys at Seal Cove. Underestimating the distance on account of thick snow, it was too late when he perceived his predicament and, after unsuccessfully opening up and attempting to regain control in order to rise again, he was forced to shut off his motor and "pancake" down to hitting the shore or mill buildings. The result of the sudden impact of the pontoons with the water was the breaking of the two struts on the outer left hand side of the machine with the consequent breaking of wires and cracking of wings.

**Commander Feels Badly**

After having flown eight hours under most adverse conditions and finishing up in a strange harbor, Major Martin took his accident very keenly to heart. "I have been in many tight corners but this is the first machine I ever cracked," he said. While he is more than ready to accept all the responsibility for the mishap, his flight associates and the many citizens who witnessed the landing endeavor to point out that his landing was made under the most difficult circumstances. The damage, while not of very great extent, may cause the delay of the flight here for ten days or a fortnight. New struts will either have to be fabricated here or brought from the south and repairs will require the utmost care and precision. Moreover, it may be difficult to obtain the parts for there are only the four machines of their kind in existence. They were built especially for the world flight.

**Martin Tells Story**

The following was Major Martin's account of the flight from Seattle to Prince Rupert:

"We rose at Seattle yesterday morning at 4 o'clock as we have done for the past three days. After having breakfast we had to install a new propellor on machine No. 1 (Major Martin's). The propeller had been taken off on Saturday and the Boeing Aircraft Co. retipped it that night. At 5.45 the propeller was installed and the machine taken again into Lake Washington. The ship was then filled with gas and, after tuning up and finding everything in good working order, I took off at 8.35. The other two ships took off at 8.50 but No. 3 did not get away. This I found out forty minutes later though I did not know the cause until we arrived at Prince Rupert when I learned that Lieut. Wade had been unable to take off with his load and was compelled to readjust it. He got away at 10.05. We arrived at Prince Rupert 4.55 and he arrived at 5:25.

**Flying Very Low**

"Leaving Seattle under lowering clouds we struck good weather in Puget Sound and this continued for 2½ hours out. At 11:15, some distance north of Vancouver, we struck low clouds (fog) which drove us right over the surface of the water compelling us to keep further on the lookout to avoid hitting the masts of passing boats. That condition prevailed for two hours. Then we were able to get 400 feet elevation. The weather cleared slightly passing over the north end of the Straits of Georgia and then we struck rain making poor visibility. For two hours we flew at 500 feet elevation with clouds below the mountain tops. Then we ran into snow squalls and the three machines drew together. The last snow squall came on just as we were entering Prince Rupert harbor and it was responsible for the trouble.

"I located the buoys but the snow was so thick that I underestimated the distance. It was too late when I perceived that the distance was too short. I tried

(continued on page five)

## SKIPPER LOSES HIS LICENSE

**Captain Harris of Canadian Scottish Suspended For Three Months**

**BROWN GOES FREE**

**Flagrant Carelessness on Part of Officers Says Wreck Commissioner**

VANCOUVER, April 7. — The master's certificate of Captain G. W. Harris of the C.G.M.M. steamships Canadian Scottish, whose vessel stranded when leaving the harbor of Prince Rupert on March 3 causing damage estimated at $55,000, was suspended for three months dating from March 3, according to the finding of the Marine Board of inquiry.

Capt. J. D. McPherson, wreck commissioner, stated in court that he would have liked to impose a similar penalty on the pilot, Capt. Alex. Brown, but could not because pilotage was not compulsory in Pacific coast waters.

The finding said: "We find that the stranding of the Canadian Scottish was due to most flagrant carelessness on the part of the master and pilot in the navigation of the vessel."

## FIRPO KNOCKED OUT AL REICH

**Took Count on His Opponent In First Round of Big Match at Buenos Aires**

BUENOS AIRES, April 7. — Firpo knocked out Al Reich Saturday night in the first round. Firpo rushed furiously at Reich at the sound of the gong landing with a heavy right to the body. Reich clinched and a moment later Firpo landed another. Reich replied with a left to the face and the men clinched again. Breaking away Firpo launched a furious attack sending a terrific right to the jaw terminating Reich's hopes.

## FASCISTI WINS IN ELECTION

ROME, April 7.—Returns from the Italian Parliamentary election this morning indicate that an overwhelming majority for the Fascisti is being polled. The party is running strong throughout the entire country and leading at the polls in nearly every section.

## MARTIAL LAW IS PROCLAIMED ALBANIA

ROME, April 7.— Martial law has been proclaimed in Albania owing to the murder of two United States merchants. The murdered men were Lewis Coleman of San Francisco and George DeLong of New York City.

## FLIERS MAY GO TOMORROW

**Plans For Get Away of Three Planes Soon as Possible**

**It is decided that weather permitting three of the U.S. planes, numbers two, three and four, will hop off for Sitka tomorrow morning and continue the round the world tour under Lieutenant Lowell Smith. They are being overhauled and re-fuelled today.**

**The other machine, number one, commanded by Flight Commander Major Martin, was hauled out on to the dock at the shipyard this morning with the big crane and this afternoon is being thoroughly examined preparatory to deciding how to do the repairs. There is a pair of wings at Seattle that could be obtained very similar to these and they may be shipped north or the wings now on the machine may be repaired.**

## MOVIE MEN ARE DISAPPOINTED

**Bad Weather Interferes With Taking of Satisfactory Pictures**

Any objections that may have been voiced yesterday afternoon at the Weather Man by Prince Rupert citizens who gathered at Seal Cove in rain, sleet, snow and wind to witness the arrival of the United States airmen were mild in comparison to what the movie men said or felt like saying when the blinding snow shower came simultaneous with the arrival of the first three planes.

The untimely flurry undoubtedly spoiled the effect of the pictorial record that Messrs. Campbell and Herron have been here for the last week awaiting to take. However, both were out again this morning and, among other views, got good pictures of Major Martin's machine being lifted onto the dry dock pier. They will "shoot" the taking off tomorrow and are hoping to return to Vancouver by the Cardena tomorrow evening.

The pictures taken yesterday and today are being shipped express tonight to Toronto and New York where they will be developed and distributed forthwith to exhibitors throughout Canada and the United States.

## STRIKERS ARE NOT RETURNING

**Vote Taken at Southampton Decides Against Taking Advice of Leaders**

**LOCKOUT TO FOLLOW**

SOUTHAMPTON, April 7. — Striking shipyard workers here rejected by a large majority the advice of their union leaders to resume work. This means, according to the decision of the federal employers, that the men in all the shipyards of the country will be locked out Thursday.

The shipyard unions declared that the Southampton strike, brought to enforce a demand for an increase in pay, was irregular and unofficial and employers declare that unless the strike is abandoned they will lock out 100,000 workers of the country on April 10.

## MONTREAL VOTING MAYOR AND COUNCIL

**Three Candidates for Mayoralty and 21 Aldermen to be Chosen**

MONTREAL, April 7. — The electors of this city are voting today for the purpose of choosing a mayor and 21 aldermen. The mayoralty candidates are Medric Martin, who has held the office since 1914, Charles Duquette and T. H. Pratt. Out of 35 aldermen to be elected 14 were returned by acclamation.

## *Laminated Wood Firm to Start work at Once Neighborhood of City*

**(Special to Prince Rupert Daily News)**

**VANCOUVER, April 7.—Capital as represented by the recently incorporated Skeena Laminated Wood Company $1,200,000 as a joint stock concern is about to make an immediate start on construction of a large plant for the manufacture of laminated cottonwood and similar products near Prince Rupert on the main line of the C.N.R.**

**The initial expenditure financed for this year on the establishment of the plant is $200,000 according to Frank F. Burdett, a well known local lumber man and one of the directors.**

The company expects to expend $600,000 within the next couple of years in doubling and triplicating the original plant and the establishment of a model residential town for their own employees.

The plant comprises a 300 h.-p. steam engine to be coupled direct to an electric dynamo and all the machinery in the mill will be electrically operated by electric motors.

Operating offices of the company will be maintained here until the company is in operation.

On behalf of the company Mr. Burdett, who has taken a prominent part in the organization said that today orders had been placed for the machinery with Plummer & Co., a San Francisco firm.

The machinery and equipment order involves an expenditure of of $120,000 and includes a 100-inch lathe which will be the second one of that size in the province.

Later on if development increases at the rate the directorate expects, judging from present foreign orders already on hand, the company plans to develop hydro electric energy for the operation of its plant and use the steam plant for drying purposes.

The company already controls a fine water power site about fifty miles from Devil's Island.

The Skeena Laminated Wood Co. has been incorporated with the following officers:

President, Herbert Bingham.
Vice President, Charles G. Quig.
Secretary Treasurer, Herbert G. Ross.
Directors — Frank F. Burdett and C. J. Bingham.

## *Esthonian Settlement Result of Co-operation and Quality Land in Stuart Lake Country*

It was the excellent quality of the land and the splendid co-operation and the Canadian and provincial governments and the railway, that made possible the settlement of Esthonians at Stuart Lake, according to R. G. W. Lett, general agent of colonization and development who came west with Sir John Pitka and the first group of fifteen settlers who have gone in to take up lands on Stuart Lake; and who is here today. Mr. Lett is very much pleased with the people and so are the residents of Vanderhoof. The Board of Trade there gave them a banquet and were more than surprised at the fine type of settlers they seem to be.

What is better than all is the fact that Sir John and Lady Pitka and family are themselves taking up a farm in the country and have already gone on to it. They are taking in a portable sawmill and will cut their own lumber and build their houses and farm buildings at once. Mechanics and artisans are en route and before long there should be a thriving community north of Vanderhoof.

Fifty more settlers will be out within two months and plenty more will come if this settlement is a success. The people are endued with the idea that they must become Canadians and conform to Canadian laws and customs.

The lands selected for settlement were examined closely by Sir John Pitka when he went there last November with Mr. Lett. They rode all over it and saw exactly what it would do. It is park land lightly wooded with open glades, so open that it was possible to ride almost anywhere on horseback.

The provincial government has a man on the spot aiding and advising particularly in regard to selection of lands and locations. The lands are from twenty to forty miles from Vanderhoof.

## MAY INVITE EXTREMISTS

**Possibility that Gandhi and Nehru May Go to London to Confer**

**LONDON, April 7.—A report that the British Government has invited Mohandas Gandhi Drdas and the extremist leader, Motila Nehru, to a conference in London, is recorded by a news correspondent. Confirmation is lacking but Nehru says "There's nothing improbable in the rumor."**

## LABOR MAKES GAINS LONDON COUNCILS

LONDON, April 7—Local council elections in London suburban municipalities on Saturday resulted in a number of victories for Labor candidates.

**ASHDOWN DIES**

WINNIPEG, April 7. — James H. Ashdown, pioneer wholesale hardware merchant and former mayor, died here Saturday.

## RODMAN STILL FAST ASHORE

**Tug Nanoose Arrived at Scene This Morning—Probably Not be Floated For Several Days**

The steamer Admiral Rodman is still fast ashore on Gibson Island according to the last boats arriving from the scene of the stranding. The tug Nanoose, for the Pacific Salvage Co., was expected there this morning and is probably standing by now. Capt. T. M. Wilkie, representative of the underwriters, is also here. It is anticipated that it will be impossible to remove the Rodman until higher tides are prevailing.

Jimme Thomas who was at the wreck at the week end states that her stern post is cracked and her stem bulged in and she is resting high and dry on the rocks.

## PRINCE OF WALES SAILS MAY 2 FOR HIS AFRICAN TOUR

LONDON, April 7. — Official announcement is made that the Prince of Wales will sail from Southampton on May 2 on the liner Arundel Castle for a tour of South Africa. He is due to arrive in Capetown on May 19.

## FREIGHT STEAMER ASHORE VANCOUVER IS NOW REFLOATED

VANCOUVER, April 7. — The big freight steamer Crosskeys, which ran aground at Berry Point in Burrard Inlet Saturday was refloated Sunday undamaged.

Mr. and Mrs. J. Wynne and child are sailing this afternoon on the Princess Mary for Stikine where Mr. Wynne will resume his post with the customs department for the summer.