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VOL. XVI., No. 258. PRINCE RUPERT, B.C., WEDNESDAY, NOVEMBER 3, 1926. Circulation 1618 Sales 503 Price Five Cents

DEMOCRATS GAIN IN U.S. ELECTIONS

CAMPAIGN FOR ROAD TO TERRACE UNDER WAY LOCALLY

Democrats Make Gains in U.S. Elections Reducing Majorities of Republicans in Both Houses

NEW YORK, November 3.—A squall that rocked the Republican brig yesterday washed away most of the party's majority in the Senate and reduced its margin in the House, and is still giving care to some of the the crew of stalwarts.

In Massachusetts Senator Butler, Republican National chairman and personal friend of President Coolidge, was defeated, and Senator Wadsworth of New York was buried under a landslide that put Governor Al Smith back to Albany by a plurality of a quarter of a million.

The count in the House at noon today with fifty districts missing showed a net Democratic gain of nine seats. This is not dangerous in itself but is likely to give the Western Republican insurgents the balance of power should it be much increased.

Until the doubtful seats are cleaned up it is impossible to say with certainty whether or not the Republicans retain their majority in the Senate.

WETS SCORE HEAVILY

The Wets and Drys have not announced the results of the referendum in eight states owing to incomplete returns, with the exception of New York where the vote was three to one for modification of the Volstead Act. Illinois voters apparently endorsed a similar proposal and a substantial majority in Wisconsin favored a petition for two and three quarters per cent beer. California and Montana, also voted to repeal the state liquor enforcement acts.

WOMAN ELECTED

One woman, Mrs. John Langley, was elected to the House from Kentucky for the seat vacated by her husband when he went to the penitentiary for conspiracy to violate the National Prohibition law.

At one o'clock today the summary of election returns was as follows:

SENATE

Republicans	17
Democrats	11
Doubtful	7
Total candidates	36

One election deferred.

HOUSE OF REPRESENTATIVES

Republicans	209
Democrats	180
Socialists	1
Farmer-Labor	1
Doubtful	44
Total	435

THE RALLYING CRY

Coolidge and prosperity formed the rallying cry of the Republican political organizations, with the campaign committees firing occasional broadsides at the opposition on what was characterized as Democratic extravagance during and immediately after the war.

While President Coolidge himself took no active part in the campaign, every member of his cabinet went into the field in the fight the Republicans have made to retain their working majorities in both the House and Senate.

Big guns of the Democratic party also were unlimbered to support the work of their campaign committees, which furnished an almost daily grist of statements characterizing Coolidge prosperity as a myth and Republican economy as a day dream.

With loud voice the Democrats demanded tax reduction at this session of Congress, charging openly that it was the deliberate purpose of the President and the leaders of his party to defer tax reduction for political effect in the 1928 presidential campaign despite a large surplus now in the treasury.

TARIFF REVISION

Tariff revision downward was another demand and this at one time led to a personal verbal tilt between Chairman Butler, of the Republican National Committee, who is seeking re-election to the Senate from Massachusetts, and Chairman Oldfield, of the Democratic Congressional Campaign Committee.

Stress also was laid by the Democrats on the failure of the Republican Congress to enact farm relief legislation, while the Coolidge administration became a target on the ground that it had fostered monopolies.

Revelations before the Senate campaign funds committee of huge expenditures on Republican primaries this year in Pennsylvania and Illinois also were seized upon by the Democrats.

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OLIVER URGES MAKING CIDER

FLARES SINCE PEOPLE WANT ALCOHOLIC DRINK JUICE OF APPLES HEALTHFUL AS BEER

PENTICTON, Nov. 3. — "If you will produce the cider, I will see it is placed on sale in the government liquor stores unless there will be a new liquor control board," said Premier Oliver in an address to the Penticton Board of Trade in which he advocated the manufacture of cider from culled apples grown in the Okanagan, for which at present there was no market.

"I am not an advocate of the use of alcoholic liquors as a beverage," said the Premier, "but we have the position that where the majority of the people have declared for the sale of liquor through government stores and the sale of beer by the glass. Here in Okanagan we have hundreds of tons of apples going to waste. The wastage this year will be very large. Is there any reason why apples should not be made into a palatable beverage, certainly not more harmful than is likely to be the product of the breweries."

HER SON WAS MEDAL WINNER

MRS. ROGER PEARSON, MOTHER OF LATE DAN PEARSON, M.M., DIES AT METLAKATLA

Mrs. Roger Pearson, aged about 70 years, one of the oldest and most respected native residents of Metlakatla, passed away at her home in the village last evening. The late Mrs. Pearson, who was predeceased some years ago by her husband, is survived by two daughters, Mrs. Reuben Leighton and Mrs. Lewis Powell, both of Metlakatla. Her son, Dan Pearson, was killed while on service during the Great War but not before his bravery was rewarded with the award of the Military Medal. The funeral will take place in Metlakatla on Friday afternoon, Archdeacon H. A. Rix officiating.

LEON LADNER FOR LEADER

VANCOUVER, Nov. 3.—Leon Ladner, K.C., M.P., definitely announced today that he would be in the contest for the leadership of the Provincial Conservatives against W. J. Bowser at the convention November 23. Dr. Tolmie and H. H. Pooley have declined to permit their names to go before the convention.

NO CITY MANAGER CITY OF SEATTLE

SEATTLE, Nov. 3.—The voters yesterday rejected the new charter which would have given the municipality a city manager.

GENERAL FREIGHT AGENT

MONTREAL, Nov. 1.—The appointment is announced of A. J. Gray as general freight agent of the Canadian National Railways with office at Moncton, N.B. The appointment is effective from October 25.

DRYS CONTROL BOTH HOUSES

NO CHANGE IN LAW OR REDUCTION OF TARIFF LIKELY IN NEAR FUTURE

WASHINGTON, Nov. 3.—While the wets have shown strength in certain states the drys will continue to hold a majority in both Houses as a result of Tuesday's voting.

Tariff reductions are apparently out of the question until 1928, unless Republican insurgents from the agricultural states combine with the Democrats in such movements.

NEW ARCHBISHOP OF ONTARIO IS CHOSEN

TORONTO, Nov. 3.—Most Rev. Bishop David Williams of London, Ontario, who is Bishop of Huron diocese was chosen yesterday as Archbishop of Huron and metropolitan of the Anglican Church for the ecclesiastical province of Ontario succeeding Archbishop Thornloe of Sault Ste. Marie who recently resigned.

AIMEE McPHERSON MUST STAND TRIAL CONSPIRACY CHARGE

LOS ANGELES, Nov. 3.—Aimee McPherson, her mother Mrs. Kennedy, and Mrs. Lorraine Wiseman Sielaff, chief accuser of the evangelist, all were bound over to stand trial on charges of criminal conspiracy.

FLEECED OF SAVINGS VANCOUVER IS STORY

REGINA, Nov. 3.—A story that he had been fleeced of $10,400 savings in Vancouver after 26 years in the mining fields of the Yukon is told here by Frank Kalifeisze, aged 62, to the police.

MINIMUM WAGE FOR ALL WORKERS ASKED

VANCOUVER, Nov. 3.—A legal minimum wage through British Columbia for all classes of workers will be urged by the Labor party it was decided at last night's meeting of the Trades & Labor Council.

JOE SANKEY HERE

Bringing with him Joe Sankey, who will face trial at the Supreme Court Assizes here next week on a charge of murdering Miss Loretta Chisholm at Port Essington on May 23 last, and Lee Foon, Chinese, charged with attempted murder, William Spiller, inspector of the local division of the provincial police, returned on the steamer Prince George this afternoon from Vancouver

VANCOUVER EXCHANGE

	Bid.	Asked.
Wheat	1.44⅞	
B.C. Silver	1.77	1.85
Consolidated	230.00	
Dunwell	1.18	1.19
Glacier	.05	.06
Gladstone	.28½	.30
Howe Sound	41.00	43.00
Independence	.07⅝	.08
Indian	.05	.06
L. & L.	.06⅝	.08
Marmot	.08¾	.09½
Premier	1.99	2.01
Porter Idaho	.08¾	.09½
Richmond	.08¼	.09

Advertise in The Daily News

MARINE DEPOT AND WIRELESS STATION SITES TO BE MOVED

That the marine station will be moved from Digby Island to the city and the wireless station from its present site on Digby island to where the marine station is now located is the interesting rumor that is heard in waterfront circles. It is stated that definite announcement to this effect will be made on the occasion of the visit to this port at the end of the week of A. Johnstone, deputy minister of marine, and a party of other officials.

WALL STREET NOT WORRIED

NEW YORK, Nov. 3. — Wall Street, which has a habit of registering its reaction to political developments failed to show any outward manifestations either of approval or disapproval at yesterday's elections. Price fluctuations are being confined within narrow ranges. Several standard industrials drifting lower while a number of specialties and investment rails showed decided strength.

FIFTEEN MEMBERS GOVERNMENT ELECTED

OTTAWA, Nov. 3.—Fifteen members of the Liberal government who went back to their constituencies for re-election following their elevation to the cabinet, were returned by acclamation yesterday in various constituencies throughout Canada.

OPEN STATION ON SATURDAY

VARIOUS FEDERAL OFFICIALS COMING HERE FOR OPENING OF LOCAL FISHERIES EXPERIMENTAL BUREAU

With ceremonies which will be of a more or less informal nature, the Biological Board's fisheries experimental station on the government wharf will be opened on Saturday afternoon of this week by J. J. Cowie, secretary of the Biological Board, who is expected here from Ottawa on Friday afternoon's train. Following the opening of the station, there will be a meeting of the Pacific sub-executive committee of the board consisting of Dr. A. H. Hutchinson of the faculty of the University of British Columbia and John Dybhavn of this city.

Dr. W. A. Clemens, director of the biological station at Departure Bay, Vancouver Island, and J. McHugh, resident engineer for the fisheries department, Vancouver, arrived today by the steamer Prince George from the south to be here in connection with the opening of the station.

CANADIAN BOATS GET HIGH PRICES

Two Canadian boats, E. Lipsett and Ingred H., struck the market at a high phase today and received 23c and 10c from the Canadian Fish & Cold Storage Co. for catches of 13,000 and 6,500 pounds respectively. Another Canadian boat, Nautilus, received 18.1c and 10c for 1,000 pounds from the Cold Storage.

Attempt to Place Prince Rupert on Level with Vancouver in Port Charges Feared by Board of Trade

It seems as if an attempt is to be made to place Prince Rupert on the same level as all other ports in Canada in the matter of terminal charges. At any rate that is the interpretation put on it by Olof Hanson, President of the Board of Trade.

Yesterday a meeting of the council of the Board of Trade was called at short notice to consider a telegram from the Government of Alberta in which it was suggested that a uniform tariff was to be instituted at all grain ports of Canada and under which Prince Rupert would be likely to lose her natural advantages. After the matter had been considered a telegram was sent to the chairman of the Grain Board at Ottawa, which read as follows:

"Please furnish us with a copy of the application of the Terminal Grain Company for increased terminal rates. We further request that the hearing do not take place until thirty days after said application is received."

The matter was brought before the council of the board by President Hanson who said he considered it a very serious matter and one on which action should be taken promptly. A telegram had been received from J. D. O. Mothersill, counsel for the Government of Alberta, which read as follows:

ALBERTA TELEGRAM

"We are opposing application of Vancouver Terminal Company for increased terminal charges. As yet we have no copy of the application and are unable to state the amount of increase, but it is substantial. It now appears that if the increase is granted, the same will be made effective at Vancouver and Prince Rupert and result in a uniform tariff at all ports east and west. We contend charges should be fixed in accordance with conditions existing in each port and believe a uniform tariff will in some degree neutralize the natural advantages of Rupert.

"The grain board will be at Edmonton November 15. We have demanded adjournment for 30 days from date we receive copy of application and if your board would demand a similar adjournment it would give us time to ascertain the facts and if possible agree on a common course of action."

ELEVATOR CHARGES ONLY

G. W. Nickerson said he thought the uniform tariff mentioned referred only to elevator charges and had nothing to do with port charges as the grain board had no jurisdiction over port charges. President Hanson had a different opinion and feared an attempt was being made to place this port in the same category as Vancouver. It was decided that the only action the port could take just now was to ask for a copy of the proposed changes and to request thirty days time after the filing of the application in order to give time to act. This was done, a committee consisting of G. W. Nickerson, D. Thomson and H. F. Pullen being appointed to draft a telegram to the grain board expressing the views set forth.

IMPORTER IS OFF DRY DOCK

WILL SAIL THIS AFTERNOON FOR NEW WESTMINSTER WHERE SHE WILL LOAD CONCENTRATES AND LUMBER

After an extensive repair job in the local dry dock following her stranding during the summer in the St. Lawrence River, C.G.M.M. freighter Canadian Importer, went off the pontoons this morning, the work completed. The vessel will sail this afternoon for New Westminster where she will load concentrates and lumber for London and Belgium. Capt. Duncan Mackenzie, C.G.M.M. pilot, arrived this afternoon from Vancouver to assist Capt. McCullough in taking the vessel down the coast.

Committee Will Urge Building Trunk Road to Terrace Very Soon

As a result of deliberations last night between the city council and Board of Trade representatives as well as other citizens, it was decided that a committee consisting of delegates from the city council, Board of Trade, Trades & Labor Council, Rotary Club and Gyro Club and other public and semi-public organizations in the city should be formed to go fully into the question of Prince Rupert's roadway to the interior and ask the provincial government to investigate the different routes, place them on the maps and, at the next session of the Legislature, put appropriations in the estimates to finance annual work on the project. The committee will seek the co-operation of various Board of Trade and other organizations throughout the north in its demand on the government. The resolution to this effect was formed after considerable discussion on motion of M. P. McCaffery, seconded by Olof Hanson, and was carried unanimously. Answering the call of the council last week to go into the matter of the Prince Rupert-Terrace highway, Olof Hanson, president, M. P. McCaffery and S. E. Parker, representing the Board of Trade; D. McCorkindale, J. A. Curtis, J. C. Brady, M.P., T. J. Davidson of Shandilla, and George W. Morrow, formerly of this city and now a resident of Vancouver, were in attendance.

WAYS AND MEANS

The purpose of the meeting, Ald. Casey explained, was to devise ways and means whereby the provincial government might be approached with a view to having the construction of a road from Prince Rupert to Terrace undertaken. It now appeared that the government did not intend to build such a road as it was not mentioned in a three year program that was being laid down to complete all highways in the province, which program was to be presented to the legislature at its forthcoming session.

Olof Hanson briefly introduced the delegation from the Board of Trade.

M. P. McCAFFERY

M. P. McCaffery, the first speaker, expressed gratitude that the council had seen fit to consult with the Board of Trade and citizens on this project which he considered was something that Prince Rupert needed perhaps worse than anything else at this time. He had given some thought to the matter and had found that the building of the road from Prince Rupert to the interior had been originally intended by the government. No reconnaissance he had found, however, had been made and it was only guesswork when it was said that the building of the road would involve a great deal more money than was warranted or the people of the north could expect. He would like to see the matter dealt with intelligently. Something that was warranted, perhaps not the road to Terrace immediately, should be pushed to completion. A session of the legislature was approaching and Mr. McCaffery suggested that, first, a reconnaissance of the road from Prince Rupert to Terrace should be insisted upon and, second, a larger annual road appropriation than those of the past should be demanded so that the road might be continued as far as possible. If the road ever reached the canneries, Mr. McCaffery predicted, it would eventually get to Terrace.

S. E. PARKER

S. E. Parker thought that Prince Rupert had waited long enough for the project of a highway to the interior to be embarked upon. It had been said in the past that there were more important roads needed to be built in the province and such explanations up to the preesnt had been accepted. Prince Rupert had lain back and seen the Pacific Highway paved, the Cariboo road completed, the Burns Lake-Endako link finished and the Terrace bridge built. It was now time that the city pressed for its own road. He ventured to say that it was the only town of its size in Canada without a road. If a campaign of publicity was embarked upon and the assistance of other communities in the district given he felt that the government could be forced no longer to overlook Prince Rupert but to build the road from Prince Rupert to Terrace within a few years. The estimate that such a road would cost millions of dollars, Mr. Parker as-

(continued on page four)

NEW WITNESS IN McPHERSON CASE IS FOUND

LOS ANGELES, Nov. 3.—A new witness who says she talked with the mystery woman at Carmel with Kenneth Ormiston today entered the McPherson case when District Attorney Keyes received a letter from Alice Ammerer of Oakland saying she expected to provide pivotal evidence.

Miss Ammerer in her letter declared that Ormiston's companion at the Carmel cottage was a "religious woman" and she enclosed a book given her by the woman.

Keyes ordered investigators to proceed to Oakland immediately to interview the new witness. They took with them photographs of the evengelist.

CONVICTS SHOT IN HONDURAS

LEADER SURRENDERED TO U.S. CONSUL AND LATER COMMITTED SUICIDE

NEW ORLEANS, Nov. 3.—Ten of two hundred escaped convicts who were captured were shot in the public square at Ceiba, Honduras, and their leader committed suicide at the United States consulate where he surrendered when orders were received from Washington to deliver him to the Honduras authorities, members of the fruit ship Ampla said, on arrival here.

When any of the fugitives, who were in possession of three machine guns, were captured they were immediately executed, the seamen said. "The leader surrendered to the American consulate, one member said, and pleaded for a just trial by higher authorities. The consul wired to Washington and received an answer directing him to turn the convict over to the Honduran authoritives. When the wire came the convict, who was in the consul's room, glanced over the type casually, then reached over the consul's desk, picked up the revolver lying there and shot himself.

SURVEY MADE TERRACE ROAD

F. B. CHETTLEBURGH WIRES FROM TERRACE REGARDING WORK ON RIVER SIDE OF TRACK

In connection with the road to Terrace, appropriations for which are being asked, it is pointed out that construction to Haysport or Skeena City would be comparatively easy. In connection with the section beyond that the Board of Trade yesterday received a telegram from F. B. Chettleburgh at Terrace which said that an approximate survey of the road from Skeena City to Terrace on the river side of the track showed that there would be required 25 miles of causeway or rock fill, 38 miles of close cutting for grading and planking and about 30 miles within fifty feet of track.

It is pointed out that the road does not necessarily have to be constructed on river grade like the railway but may climb the mountain side where found desirable.