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Parent-Teachers Enjoy Address on Japanese People by Miss Lennox

There was a large attenda last evening at the Borden Str School when the Prince Ru Parent-Teacher Association sumed its regular meetings. J. R. Boddie was in the and W. W. C. O'Neill, sec The financial statement

a credit balance of \$139. The resignation of Mrs. Arnott, who is now resident Vancouver, from the executive was accepted with regret. Mrs Arnott was the prime mover in the formation of the associa tion and her active interest in has been largely responsible for the success. Mrs. M. Collison

as membership convener. Hiss Maisie Perry contribute a couple of recitations in a pleas ing manner and Miss Halliw sang 'Angels Guard Thee" and as an encore "Inguid's Song" in FRENCH BOY SCOUT a most acceptable manner. Miss Grassie accompanied.

was elected to fill the vacancy

The address of the evening was

of the Japanese coast were all in LOCAL SHIPPING MEN favor of the Asiatic side, owing to its greater variety of color Other points were the descripion of the Japanese dress, experonces with car conductors and their unfailing courtesy to and compulsory pilotage dues for all consideration for the stranger. ships, and fourth that any ship Hints for the occupant of the ping company may have its choice house broken into by burglars pilots but that no pilot be the were of of a non-resistant atti- choice of more than one line and tude that seems incongruous to that the earning of all be poolour minds but would be effective ed The present situation of the enough. The innate tidiness of pilotage, averred Capt. Donald, the Japanese, their constant at- was not conducive to any man tention to personal cleanliness, leaving a good billet on ship to their honesty, their appreciation become a pilot. of beauty in nature and in dress. their worship of the moonrise were all worthwhile subjects. Miss Lennox concluded her in-

safety of their guests and friends. A very hearty vote of thanks was accorded the speaker. J. S. Wilson contributed Irish songs with Miss Grassie accom- Rose Spit and of possible thick then served. Miss Mercer also

was accompanist.

a talk by Miss Lennox on the Paul Coze of Paris, prominent- 1900 and was a master for two Japanese people. The talk was ly identified with the Boy Scout years before becoming a pilot, a most interesting and intimate movement in France and wear- approved Capt. Wearmouth's four account of some of the impress- ing the uniform or that organi- points. He told of difficulty he ions gathered during a ten years' zation, is a visitor in the city, had had the first winter he was close contact with the Japanese being particuarly interested in here of getting ships of a cer. Wearmouth submission. Governfor whom the speaker has the Indian affairs. Mr. Coze arrived tain company. This, however, ment authority he felt would do greatest admiration. The view from the East on yesterday after- had been overcome last winter away with the present damaging of Fuji as the boat entered the noon's train and will sail to- and he had got half of the Em- competition. He thought there harbor of Yokohama made a last night on the Prince Rupert for pire Shipping Co.'s ships. He should be no difficulty in working impression on the visitor. Vangeuver. He is a guest at had pooled his earnings. In an- ing out the scheme and that it Comparisons of the impressions the Prince Rupert Hotel.

PILOTAGE

(continued from page 1)

Cross-examined by Mr. McTaggart, Capt. Donald stated that the services of pilots were required just as much at Prince teresting talk by some anecdotes Rupert as at any port on the indicative of the spirit of the coast. He told how it was cusapanese people in their contomary for ships coming here to eration for the comfort and pick up their pilots at Triple Island, 27 miles out, while other ships desired to take on pilots much further out at Langara Isweather inside. Such equipment by local pilots.

cross-examined by both Mr. Cas- censed. He felt that shipping sidy and Mr. Brady.

Capt. Larry Thomson, who has swer to Mr. Brady, Capt. Thomson would ultimately be to the adstated that it was not the pilot vantage of all pilots, even the but the master who was respon- so called select men. sible for the safety of a ship Capt. F. T. Saunders, local mareven with compulsory pilotage. ine agent, preferred not to give Tilots should be competent, ex- owing to his official position. mined and licensed.

Capt. Elfert. pooling of income was necessary. Way. Capt. Elfert when asked about Department of Marine when an a little black book. pooling of earnings. Certain alien pilot had onsted an ex- "Did you take any precaution bringing in their own vessels and believed that pilots should be asked presently. to force a pilot upon them would licensed. Major Saunders started "Well," returned the scholarly but cause an unnecessary ex- to make certain comments regard- one, "I padlocked the wheel."

His Lordship checked Mr. Mc- His Lordship pointed out did not which wheel?" Taggart for suggesting, in cross- come under the jurisdiction of Light dawned on the professor. examination, that Capt. Slfert, as the present commission. "My stars," he gasped. "It was a government servant should not At 4.30, Mr. Justice Morrison the spare wheel."

crease the costs materially. In received at that time. some cases, however, it would increase the cost should it so happen that a pilot was neither need-

ed or desired by a certain ship. Cross-examined by Mr. Cas sidy, Capt. Elfert said that had come to Prince Rupert possibly half a dozen times before he started piloting and he considered that that would qualify him. There were other parts of the world where there was not compulsory pilotage, for instance Bristol Channel, admittedly difficult to navigate. His Lordship reminded Mr. Cassidy that the commission had a list of places where pilots were licensed or unlicensed and it was not necessary for him to question Capt. Elfert in that regard. Capt. Elfert denied that he was a seland, being nervous of passing one or two firms. He pointed pooled with Capt. Thomson. as launches, etc., was required answer to a question by Mr. Brady, Capt. Elfert said he be-Capt. Donald was further lieved all pilots should be licompanies should have the right to selcet their own pilots. H been navigating this coast since also felt that independent pilots were justified in saying that, when they earned money they were entitled to keep it.

P. M. Ray

This was all the more reason why his own views on the matter

. Capt. W. P. Armour declared; that he approved compulsory pil-Capt. J. R. Elfert, an ocean ctage as a protection to the shipgoing master for six years, was ping interests, the port and the not in favor of compulsory pilo- masters. The pooling of earn- Lord Melchett, formerly Sir Alfred tage and could see no material ings, he felt, was something for Mond, sailed on the steamer Hobenefit accruing therefrom. It the pilots themselves to decide meric today on a business trip would only tend to increase fixed upon. Most of the boats, through to the United States and Canada. charges unnecessarily. Neither insurance regulations or by other could Capt. Elfert see where reasons, had to take pilots any-

IN be engaged in competition with adjourned the hearing until 11 FAVOR OF COMPULSORY private pilots. Capt. Elfert ad- o'clock this morning, stating that, mitted that compulsory pilotage, if any further local views were in the long run, might not in- to be presented, they would be

STOCK QUOTATIONS

(Courtesy of S D. Johnson Co., Ltd.) The following quotations were bid and asked. Argenta Rufus 24; 25. Bayview 61/4; 61/2. B. C. Silver 1.35; 1.40. Big Missouri 493/4; 501/2. Cork Province 27; 271/2. Cotton Belt 65; 76. Dunwell 111/2; 14. Duthie, nil; 93. Dalhousie 2.35; 2.40. Georgia River 363/4; 37. Georgia Copper 5.75; 5.79. Golconda 85; 88. Grandview 49½; 50. Independence 14 1/8 15 1/2. Indian $6\frac{1}{2}$; 7. Kootenay Florence 21; 211/2. L. & L. 9½; 9¾. Lakeview 11/4; 13/4. Lucky Jim 25½; 26. Glasiar 19; 25. Marmot River Gold 934; 10. Mohawk 53/4; 6. National Silver 141/2; 15. Marmot Metals 81/2; 87/8. Pend Oreille 13.25 13.40. Porter Idaho 67; 68. Premier 2.31; 2.32. Ruth Hope 581/2; 59. Silver Crest 101/2; 11. Slocan King 61/4; 7. Sunlock 2.20; 2.40. Snowflake 451/2; 471/2. Terminus 15; 16. Topley Richfield 601/2; 611/2. Toric 2.75; 3.00. White Water 2.00; 2.05. Woodbine 11½; 14½. Noranda 52.00; 52.50. Devenish nil; 52.

LORD MELCHETT WILL VISIT THIS COUNTRY

Fabyon 113/8; 111/2.

Home. 2.55; 2.60.

SOUTHAMPTON, Sept. 20. -

LIGHT DAWNED

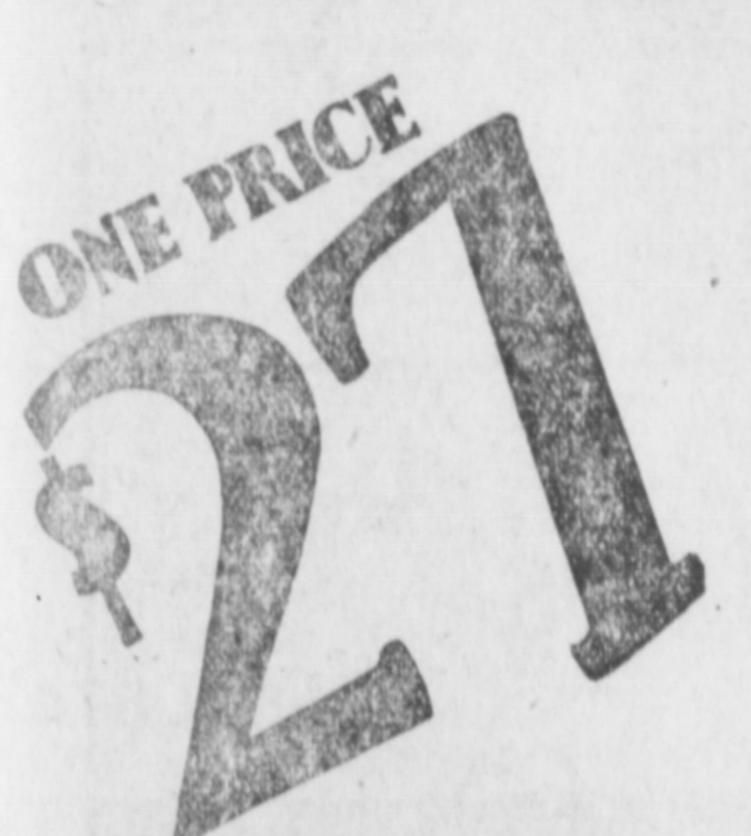
Competition, he felt, would help Major W. S. Norman Saunders The rather absent-minded proto keep the pilotage system up of Victoria urged that ex-service fessor had called on a friend, and to scratch. Pilotage was like men now pilots should be given on leaving was horrified to disany other business and men were consideration and he charged that cover his car had disappeared. entitled to their earnings from his organization has been un- A policeman listened to his tale business they secured replied able to obtain redress from the of woe and made copious notes in

masters were quite capable of Royal Naval man at Victoria. He against the car being stolen?" he

ing the wreck commission which "Ah," said the officer, "but



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