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DAILY EDITION



Thursday, January 9, 1930

### CHIEF EXECUTIVE HERE

The chief executive of the Canadian National Railways on the Pacific Coast is in the city and should receive a senger traffic manager and Albert hearty welcome from local people. Holding the position A. Gardiner to be assistant-general he does under Sir Henry Thornton, Col. Hiam is in a posi- passenger traffic manager. tion to do much for Prince Rupert and the whole northern R. W. Long is a recognized tant general passenger agent, at district served by the Canadian National Railway. Doubt- authority on railway freight traf- which position he occupied until less it will be pointed out to him how slow the railway has fic and has had many years of 1923, when he was appointed pasbeen to recognize the value of this section of the system Railway and its successor the National Railways at Montreal. and the disabilities under which Prince Rupert has labor- Canadian National Railways. Born At the first of January, 1928, Mr. ed. It will also, doubtless, be shown him what advantages at Appin, Ont., Mr. Long first Johnston was appointed assistant this port would have as the outlet for the Peace River joined the traffic department of general passenger traffic manager country.

We believe Colonel Hiam has been quick to recognize the importance of this section of the country and especially point. Mr. Long was made division in the handling of the troops other. its future potentialities. Doubtless he also realizes that freight agent at Stratford, Ont. movements, and throughout his in time the much despised Prince Rupert "branch" will As division freight agent at that geniality and executive ability has become the tail that will wag the dog.

### THE NEW FEDERAL MINISTER

(Winnipeg Free Press)

The re-entering of public life by Mr. Crerar is a matter for congratulation all around—though, no doubt, in until the end of 1926 when he was office in 1920. In 1923 he was at-children in order to set the bouna material sense it means a sacrifice to Mr. Crerar. It appointed assistant freight traffic tached to the office of executive dary. To which school pupils in brings into Parliament and into the Government an ex-Railways with headquarters at 1926 he was promoted to be gen-determined by the capacity of either perienced and able public man, who is very specially equip- Toronto, which position he has eral passenger agent with jurisdic- school under the present system. ped to render valuable service to the country at this par- help up to his present promotion. tion in respect to transatlantic. There was further discussion on ticular time. Mr. Crerar has already served the country as a cabinet officer and he has been the rational leader of his career with the system in 1888. Canadian system, a position which was taken on the suggestion of a political party; he is, therefore, equipped by experience, Four years later he was clerk and he has held until his present ap- Mrs. Spencer. in 1905 became chief clerk. In 1907 pointment. as well as by native sagacity and moderation of mind, to he was division freight agent at look at questions and problems broadly, in their relation stratford, Ont., a position he held to the whole Dominion.

Mr. Crerar has been in the past roundly denounced as real in 1911 as division freight the champion of sectional policies. There never was any agent. In 1923 he went to New basis for the charge. The policies which Mr. Crerar has tive of the amalgamated Canaalways advocated and which he will no doubt continue to dian National Railways. He became Now that the gift neckties have support to the extent of his influence, have always been tariff inspector in Montreal in been worn long enough to allow justified by him as in the interests of the whole country; 1923, division freight agent at the donors to see that they are and to the extent that they have been applied, his judgment in this respect has been confirmed. Mr. Crerar has held freight agent, Canadian National on the gent's furnishing stores to merly interested in the Prince Ruand advocated the simple understandable doctrine that by 1928. Mr. Pettigrew was born in sonable colors. keeping the burden of tariff taxation low, by lightening in sorrel, Que., in 1874. every way possible transportation charges, by opening up and encouraging new avenues of communication, primary ont., in 1876, entered railway with production of all kinds is encouraged; and that develop- the Intercolonial Railway in 1898 ment along these lines affords the surest foundation for as a clerk in the traffic departnational growth and prosperity. That with these known views he should have been invited by Mr. King to accept to assistant general freight agent an important portfolio in his Government is a significant in 1909 and in 1914 was made aspolitical event.

Total for December Showed Slight Falling Off From November

There was a slight falling off in total enrolment of the city schools | Miss J. D. Moffatt did not present in December last as compared with a report for Westview School so No-November. The total number of vember figures are used in the list. pupils attending in December was Average attendance percentages 1065, as against 1072 in November for the schools were: Booth, 95.56; The number of boys decreased from | Seal Cove, 96; Borden, 96.17; High, 529 to 515, while girls increased 32.8. from 543 to 550.

ports for the month of Decembe: endance figures.

monthly meeting last night, by the

	Girls	Ttl.
Booth	227	466
Seal Cove 31		61
Borden145		315
High 86	115	201
Westview 14	8	22
Totals		

Little else was mentioned in any Following were attendance re- of the reports other than the at-



# NEW C. N. R.

Number of Changes Made by R. L. Burnap, New Vice-President

MONTREAL, Jan. 8 .- Announce- 1864 at Kleinburg, Ont. 2 ment of R. L. Burnap as vice-presi- vice, his father, F. A. Johnston, trict attending the school for that 5 dent in charge of traffic. Changes having spent more than half a district, Mrs. T. M. Spencer, school O announced are as follows:

0 traffic manager.

G. T. Pettigrew to be assistant general freight traffic manager.. R. E. Perry to be assistant freight traffic manager, central region.

All of these appointments are effective immediately. R. E. Perry will have his headquarters at To-

The retirement at his own request, after a very lengthy railroad career, of D. O. Wood, hitherto general freight traffic manager, is also announced. Changes in the passenger department were also announced as follows:

C. W. Johnston to be general pas-

experience with the Grand Trunk senger traffic manager, Canadian the Grand Trunk at Buffalo in which position he has occupied to 1889 and in 1897 he was appointed the present. During the war, Mr. contracting freight agent at that Johnston took a prominent part city in 1923 Mr. Long became won admiration. nadian National Railways at Mont- service of the Grand Trunk Rail- boundary be set, say east and west real with jurisdiction over the way in 1907 as clerk. He became of Thompson Street. Of course, central region of the system and chief clerk in the passenger de- the change could be made during a Mich. This position he occupied in the passenger traffic manager's necessary to take a census of the

until he was transferred to Mont-

Reginald Perry, born at Drayton, ment at Montreal. He was made sistant general freight agent at Moncton, N.B. In 1919 Mr. Perry returned to Montreal as assistant presented to the school board, at its general freight agent, Canadian National Railways and in 1923 became manager of the tariff bureau here. In 1924 he became manager of the freight tariff bureau and in 1926 was promoted to the was: position of general freight agent of the Canadian National Railways at Montreal.

David Oliver Wood entered the service of the Canadian National system as clerk in the local freight office of the Grand Trunk at Toronto in 1883. Between the years 1889 and 1897, he held the positions of rate clerk, clerk's clerk, chief clerk and district freight agent, and in 1927 he became assistant foreign freight agent. In the early years of the present century he was Ontario agent for the Robert Bedford Company and was associated with the Allan Steamthip Company as general freight agent. After several years with the Canadian Pacific Railway he became in March, 1919, traffic manager of the export and import department of the Canadian National Railways, at Toronto. In 1920 he was transferred to Montreal as general foreign freight manager of the foreign freight cloudy, 15 below. department. He was loaned for two years to the British ministry of shipping. In 1926 Mr. Wood De- low. came general freight traffic manager of the Canadian National

Railways. Mr. Wood was born in

ment was made yesterday of ap- | Cecil W. Johnston, who is one | Declaring that she for one, if repointments in the freight traffic de- of the most widely known of Ca- elected next year, would insist upon partment of the Canadian National nadian traffic officers was prac-school boundaries being strictly Railways, following the appoint- tically born into the railway ser- observed and children in each discentury with the Canadian Na- trustee, at last night's board meet-R. W. Long to be general freight tional Railways and its predeces- ing, brought up the matter of violasor, the Grand Trunk. Mr. John- tion of the boundary rules with the ston was born at Actonville, Que., suggestion that the board pass a in 1879 and after attending Sher- motion again pointing out the brooke High School and St. Frank- boundaries and requiring that there lin College, started his railway be no deviation from same unless career in 1895 with the Grand as a result of a conference between Trunk Railway. He served suc- the parents and principals concerncessfully as clerk telegraph oper- ed and the board. Mrs. Spencer ator, freight clerk, ticket clerk, pointed out that pupils residing station agent and in the audit de- west of Fulton Street were repartment and as travelling pas- quired to attend Borden Street senger agent and excursion clerk School and those east of McBride at various points in Eastern Can- Street, Booth Memorial, with the ada. In 1909 Mr. Johnston trans- area between Fulton and McBride ferred to Winnipeg as chief clerk Street a "no man's land." Trouble to the general passenger agent, over pupils moving from one school but in 1912 returned to Montreal. After service as chief clerk he was up and was a source of worry to appointed in 1914 assistant to the passenger traffic manager, Grand After pupils from the "no man's Trunk system and in 1916 assis-

general freight agent of the Ca- Albert A. Gardiner, entered the suggested that a more definite also over Detroit and Port Huron, partment in 1910 and chief clerk school term. It would probably be manager of Canadian National assistant to the vice-president. In the optional area now went was

Montreal in 1926 and general appreciated, there should be a run Grand Trunk system at Detroit in replace them by some more rea-

> Jake says he doesn't see why ctorekeepers should take advantage of men by selling their wives and sweethearts something they know they can't wear.

The other day a friend of mine went to a party and he set out:

## WEATHER REPORT

Prince Rupert - Part cloudy, temperature, 28. Terrace-Clear, calm, zero. Rosswood-Clear, calm, zero. Aiyansh-Clear, calm, 3 below. Alice Arm-Clear, calm, 8. Anyox-Clear, calm, 8. Stewart-Clear, calm, 4.

Burns Lake-Clear, calm, cold. Wanderhoof-Clear, calm, 22 be- hands of the B. C. Undertakers.

Quesnel-Cloudy, calm, cold. Eighth Cabin-Clear, calm.

Mrs. Spencer Urges School Board to See That Regulations Are Complied With

to another was continually coming both the principals and the board. land" had started at one school, Mrs. Spencer believed that they should not be permitted to change to the other unless a conference such as suggested were held, always excepting, of course, pupils whose residence might be moved from one school district to the other. If re-elected, she intended to insist that this rule be strictly lived up to. She decried any influences being used by the principals to have pupils move from one school to an-

Chairman McMeekin felt that the optional area between McBride and Fulton Streets was too large. He

Guy Thomas Pettigrew began and transpacific traffic of the the matter, but no further action

Was Formerly Interested in Prince COLLART Rupert Sawmill; Prominent Vancouver Lawyer

John Emerson, 42, resident of Vancouver for 30 years, and forplural pneumonia.

Mr. and Mrs. J. S. Emerson, his vacant seats. father a well known lumberman. He graduated from McGill University in 1908 and was admitted Dr. Mandy Speaks to the bar in 1912, becoming partner in the firm of Farris, Farris, Emerson, Stultz and Sloane. Recently he was associated with the Emerson Importing Co. He was a member of the Shaughnessy Golf Club and Royal Vancouver Yacht Club, being a past rearcommodore of the latter.

family residence, "Annahard," ing trip. Tuesday afternoon, Canon H. G. King officiating.

# Matt Broberg Passed Today McLean.

Scandinavian Fisherman Died At Noon in Hospital After Lengthy Illness

Haysport-Light wind, clear, 16. tient for some time, of Matt Bro- for members of the board, the sec-Port Simpson-Clear, calm, 16. berg, a local fisherman. He was a retary, the teachers and the press. CHICAGO, Jan. 9. The Illinois was predeceased by his wife.

Daily News "classified adver-

tising brings results.

## STOCK QUOTATIONS

Bayview, 11/2, 2.

Big Missouri, 65, 70. Cork Province, 5, 51/2. Cotton Belt, Nil, 30. Dunwell, Nil, 5. Duthie Mines, 47, 50. George Copper, 3.00, 3.15. Georgia River, 13, 14. Golconda, 81, 83. Grandview, 141/2, 15. Independence, 41/2, 5. Indian, 2, 4. Intern. Coal & Coke, 30, 33. Kootenay Florence, 6, 7. Kootenay King, 5, 6. L. & L., 1, 21/2. Lakeview, 1/2, 1 Lucky Jim, 5, 7. Mohawk, 11/2, 2. Morton Woolsey, 73/4, 81/2. Marmot Metals; 11/2, 2. National Silver, 634, 7. Noble Five, 37, 39. Oregon Copper, 91/4, Nil. Pend Oreille, 3.00, 3.10. Premier, 1.59, 1.60. Porter-Idaho, 31, 35. Reeves Macdonald, 1.25, 1.28. Ruth-Hope, 20, 24. Silver Crest, 5, 51/4. Snowflake, 12, 131/2. Sunoclh, 60, 95. Topley Richfield, Nil, 5. Whitewater, Nil, 22. Woodbine, 11/2, 2. Bluebird, Nil, 5. George Enterprise, 10, 15.

Advance, 1.00, Nil. A. P. Con., 1.60, 1.65. Calmont, 1.15, 1.20. Dalhousie, 1.55, 1.60. Fabyan Pete, 7, 71/2. Home, 8.05, 8.10. Hargal, 1.00, 1.05. Freehold, 65, Nil. United, 70, 74. Sterling Pacific, 66, 70. Merland, 75, 80. Mercury, 60, Nil.

# TORONTO STOCKS

(Courtesy S. D. Johnston Co.) Amulet, 1.72, 1.73. Dome, 6.95, 7.00. Falconbridge, 4.10, 4.75. International Nickel, 36.25, 36.40. Imperial Oil, 27.00, 27.25. Hudson Bay, 9.75, 9.85. Mandy, 32, 35. Mining Corporation, 2.86, 2.95. Noranda, 36.90, 37.00. Nipissing, 1.55, 1.59. McIntyre, 16.00, 16.25. Sherritt Gordon, 2.99, 3.00. Sudbury Basin, 3.27, 3.30. Teck Hughes, 5.05, 5.10. Ventures, 2.75, 2.85. Wright Hargraves, 1.40, 1.43.

Treadwell Yukon, 5.50, 6.00.

At the meeting of the Peace River committee last evening, Alderman Legion line-up against the Grotto pert sawmill, died Sunday after- Collart stated definitely that he in the second match of the second noon at his home in Vancouver, of would be in the field as a candidate half of the schedule. The line-ups at the forthcoming election for al- for the match will be as follows: Mr. Emerson was born in Ells- derman. This makes nine candi- Col. S. P. McMordie (Canadian worth, Kansas, and was a son of dates in the field so far for the six Legion) vs. W. J. Nelson (Grotto)

# To Rotary Club

Addressed Service Organization Today on Mines of District: Engineers Special Guests

Dr. Joseph T .Mandy, resident engineer for the northwestern Aggregate Score of First Game of He is survived by his wife, mineral survey district, addressed daughter of the late John T. Ker; the Prince Rupert Rotary Club at his mother, Mrs. J. S. Emerson of its regular weekly luncheon in Beverly Crescent; his sister, Mrs. the Commodore Cafe today, the Ralph S. White, Beverly Crescent; subject of his discourse being the J. Nelson (Grotto) by a score of five sons, John, James, Richard, mines of this district. The lun- 250 to 186 in a postponed game of Bruce, Elliott, and two daughters, cheon was presided over by S. D. Tuesday night's Billiard League Johnston in the absence of the fixture. As a result the Elks won The funeral was held from the president, G. A. Bryant, on a hunt- the fixture by the substantial mar-

> were local members of the British winning team of the second half Columbia Professional Engineers of the schedule will meet the Association including Dr. Mandy, Grotto, winners of the first half, W. K. Gwyer, F. M. Good, J. H. at the end of the season to decide Pillsbury, T. J. Shenton and H. A. the city championship.

final meeting of the present board, Chairman Thomas McMeekin, at last night's session of the school The death occurred at noon to- trustees, expressed his hearty hope Dan Daly, His Opponent in Decemday in the Prince Rupert General that the coming year would prove Hospital, where he had been a pa- one of happiness and prosperity in the past.

Important Event by Oddfellows and Rebekahs Last Night

With a large number of members of both organizations in attend. ance, joint installation of officers of the local Rebekah and Oddfellows' Lodges was conducted last night in the Metropole Hall. The installations were conducted by Mrs. L. C. Eby, district deputy grand president of the Rebekahs, and J. L. McIntesh, district deputy grand master of the Oddfellows. Among those in attendance was Ex-Mayor A. E. May of Edmonton, a past grand master of the Oddfellows in the province of Alberta. The Rebekah officers installed

Noble grand-Mrs. G. B. Church. Vice grand-Miss Molly Watson. Recording secretary-Miss Rita Johnston.

secretary-Miss C Financial Wood.

Treasurer-Mrs. J. S. Irvine. Oddfellows' Officers Oddfellows' officers were: Noble grand-A. E. Wood. Vice grand-A. Blackall. Recording secretary-S. V. Cox. Financial secretary-L. C. Eby: Treasurer-S. N. Boyle. Subordinate officers of both

lodges will be installed later. After the installations a banquet spread was enjoyed with Mrs. G. B. Church, Rebekah noble grand, in the chair. Toasts were as follows: To the Grand Lodge of Oddfel-

lows, proposed by J. E. Boddie, re-

To the Rebekah Assembly, proposed by W. A. McLean, responded to by Mrs. L. C. Eby. To the Oddfellows, proposed by R.

sponded to by J. L. McIntosh.

J. Keron, responded to by A. E. Wood, noble grand. To the Rebekahs, proposed by A.

R. Phillips, responded to by Mrs. G. V. Wilkinson. To the visitors, proposed by J. W.

McKinley, responded to by David Mr. May of Edmonton also spoke

Dance Following The evening's proceedings came to a close with dancing which was enjoyed until 1 a.m. Music was by

the Oddfellows' Orchestra. The committee responsible for the success of the whole affair consisted of Mrs. J. W. McKinley, general convener, Mrs. Thomas Priest, Mrs. S. V. Cox and Mrs. G. B. Church.

Mayor S. P. McMordie will make his inital appearance of the season in the Billiard League tonight when he will head the Canadian Marcus Andrews vs. George

G. P. Tinker vs. J. Andrews. F. G. Pyle vs. J. Hillman. J. W. Scott vs. M. M. McLach-

# 

Second Half of Season 1125 to 998

A. A. Easson (Elks) defeated W. gin of 1225 to 998.

Special guests at the luncheon It has been decided that the

# Mentioning that it would be the ART SHIRES

ber Fight, Suspended For Life

Hazelton-Part cloudy, calm, 15. Scandinavian by birth and had He also hoped that the principals Athletic Commission yesterday agent. In 1922 he became traffic Smithers Slight north wind, lived here for several years. He of the schools would have as har- exonerated Charles Arthur Shires, monious relations with the board the fighting White Sox baseball Funeral arrangements are in the in 1930 as had prevailed during player, from all charges of dishonthe past year, and that the schools esty in his fight here on December would continue to maintain the 9, and suspended "Dangerous Dan" same standard and reputation as Daly of Cleveland, his opponent, who made the charges, for life.