THE DAILY NEWS
PRINCE RUPERT - BRITISH COLUMBIA

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H. F. PULLEN - - - Managing-Editor

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EDITORIAL ON FLIGHT

Vancouver Province Comments Upon Achievement of Miss Amy Johnson

Down at Sydney, in Australia, they are getting ready to welcome Miss Amy Johnson, said an editorial in the Vancouver Province last Wednesday. It seems they are going to be glad to see her, and we hear of forty-seven speeches and fourteen receptions to be given. She deserves the welcome, and perhaps something better than the speeches. She is 25, pretty, blue-eyed, fair-haired. She is also a very remarkable young woman. She is flying alone from London to Sydney, twelve thousand miles, and she has achieved the greater part of the journey. By and large, whatever the sequel, we shall do right to praise Miss Amy. She has done one of the most notable things so far recorded in the adventure of the airways.

She set out from Croydon fifteen days ago, in a race against the record time of Bert Hinkler, made in 1928, for single-handed flight from England to the Antipodes. She has lost her race, but she has won something rather more than honorable mention among famous pilots and navigators of the air courses. She arrived yesterday in Surabayn, in Java; at last accounts, she was expecting to take off today for Port Darwin in Australia. She flew across Europe to Sofia, and left the Mediterranean behind, and came above the sands and rock wastes of Asia Minor to Bagdad. Then she flew down the Persian Gulf, and they reported her in Karachi, and she went on across the width of Northern India to Calcutta, and so by way of the Bay of Bengal to the islands of the Malay Archipelago. She was forced down several times, had narrow escapes from disaster, went on smiling and plucky, to evoke the admiration and amazement of the world.

She has been brave, and she has had the luck of the brave, and there is only one thing lacking in her achievement. She did not time it for the passing fancy of the world in heroes and heroines. If she had done this thing a year or so ago, she might have stolen the laurels of Lindbergh himself. For she is a girl, and she has gone alone among the perils of the airways, half across the world. They say—although it is almost incredible—that she had only flown 200 miles before she set out on this journey. Anyhow, she must have had the gods on her side, won over by her youth and her audacity, and perhaps also because her eyes were blue and her hair was fair. But Amy Johnson—let us not fail to acknowledge it—must have been something more than lucky and brave. She must have been resourceful, skillful, cool-headed— a good manager and a very able pilot of the skies.

Let us wish her good luck from Java to Darwin and from Darwin on to her journey's end—Amy Johnson, an English girl who has written her name in the amazing chronicles of the airways.

Ed.—Miss Johnson has since this was written completed her flight to Australia.

Telephone Dep't Shows Surplus

Net Earnings in April Were $1,242.61 Superintendent Reports

The municipal telephone department in the month of April last showed net surplus on operation of $1,242.61. Figures presented to the council last night by Sam Massey, telephone superintendent were as follows:

Revenue, $4,340.
Expenditure, $3,097.39.
Surplus, $1,242.61.

WM108

This advertisement is not published or displayed by the Liquor Control Board or by the Government of British Columbia.

ARCHBISHOP GREAT MAN

Late Dr. R. T. Davidson Guided English Church Through Difficult Days

The Most Rev. Dr. Randall Thomas Davidson, Archbishop of Canterbury from 1904 to 1928, whose death occurred on Sunday in London, guided the Church of England through one of the most difficult periods of its history.

As Primate of All England, the venerable archbishop, affectionately called the "Grand Old Gentleman" of the Church of England, had been the balance wheel between two forces of the church, one moving toward modernism, the other clinging to the wealth and ritual and ceremony of the past.

Although there had been rumors of his retirement for nearly four years, announcement of the resignation of Dr. Davidson, made by the Prime Minister in July, 1928, created somewhat of a sensation. It was the first time any Archbishop of Canterbury had resigned, all his predecessors from medieval times having died in harness or been slain.

The resignation was referred by the King to an ecclesiastical commission, which recommended acceptance of it to take effect November 12, 1928, the date of Dr. Davidson's golden wedding anniversary.

A few days after the announcement of Dr. Davidson's resignation, the Most Rev. Cosmo Gordon Lang, Archbishop of York, was named Archbishop of Canterbury.

His Resignation

Dr. Davidson had expressed a desire to resign because of ill-health after his fight for ratification of the revised Prayer Book had been accomplished. The preparation of the modification and revision, to which he devoted the declining years of his life, was regarded as the crowning work of his church career. Its failure to win approval of the House of Commons left him a disappointed old man.

After having made a masterly address in favor of the revised Prayer Book in the House of Lords, he witnessed with great satisfaction its acceptance by that body, only to have it rejected the next day by the lower house of Parliament.

On that occasion he was a spectator in the Peers' Gallery and after the vote had been taken he, in tears, left the house, leaning on the arm of the Archbishop of York. That was in December, 1927. His spirits somewhat buoyed by the possibility of success through further revision to meet the previous objections, the archbishop worked along that line and in June, 1928, the House of Commons again rejected it. The second rejection is said to have greatly affected the aged prelate.

Powrful Churchman

The influence of the Archbishop of Canterbury, probably the most powerful churchman outside the Pope, extended far beyond the rugged outline of the British Isles. He was in constant communication with the heads of other churches. One of his projects, which he almost accomplished, was a union of the Church in the West with the Greek Orthodox and the Russian Church in the East.

Dr. Davidson was one of the oldest active churchmen in English history. No prelate occupied the primacy for so long a period since the time of Cranmer, during the Reformation. He was born in Edinburgh, April 7, 1848, and was educated at Harrow and Trinity College, Oxford.

His first ecclesiastical assignment was as curate in Dartford, Kent. He became chaplain and private secretary to Archbishop Tait of Canterbury, in 1877.

While occupying that position he fell in love with Edith, the second daughter of the Archbishop, and married her in 1878. When congratulated in 1927 on reaching the age of 80, His Grace replied: "But for my 50 years of married life it could not have been so."

Twenty Years Ago

In Prince Rupert

May 27, 1910.

Blake Wilson, western manager for P. Burns Co. Ltd., closed a deal today for the purchase by his company of the L. Morrow meat market business here. It is announced that the company will start immediately with the erection on the local waterfront of one of the largest cold storage plants on the coast.

Tried it Yet?

THE WHOLE PACIFIC COAST IS SWITCHING TO THIS NEW HIGH COMPRESSION OIL THAT GIVES 200 EXTRA MILES OF LUBRICATION

SUPER *quality at a fair price* is making MOTORITE the most widely used motor oil in this community.

MOTORITE is, first of all, *super oily* or extra *slippery*. Thus it minimizes friction and guarantees smoother operation.

Next, it has the ability to cling tightly to metal. This enables it to form a perfect *seal* between piston and cylinder wall to resist the intense pressure developed by gas explosions above. *Maximum power* is the result.

And MOTORITE is equally efficient *at all working temperatures*. As the engine warms and the metal parts expand MOTORITE automatically adjusts its viscosity in just the proper ratio to assure 100% perfect lubrication.

A fourth advantage is its great capacity for giving up and carrying away heat. This feature assures cool bearings and is noticed particularly when traveling long distances at sustained high speeds.

No Hard Carbon

The small amount of carbon deposited by MOTORITE is *soft* and *fluffy*, much unlike the hard, gritty carbon, common to many oils.

And finally MOTORITE is strictly non-acid—no possibility of corroding the metal of your motor.

These six advantages guarantee you *longer service* from your oil. Now, with MOTORITE you can drain at 200 miles farther than you have been in the habit of doing.

Don't miss this extra 200 miles. Specify MOTORITE on your next refill.

UNION OIL COMPANY

MOTORITE

THE UNION MOTOR OIL FOR HIGH COMPRESSION CARS

The Companion Gasoline to MOTORITE is UNION-ETHYL

pioneer anti-knock motor fuel built up for high compression.

U.O.-4-8-30

SNOW ON PRAIRIES

General Rise in Temperature Last Week Followed By More Cold

WINNIPEG, May 27:—A general rise in temperature during the first part of the week over the whole of Western Canada did much to promote growth but this period was followed by lower temperatures with snow and light frosts at many points, according to the weekly report of the department of agriculture, Canadian National Railways.

Central Alberta and North-Central Saskatchewan ha snow varying from a light skiff to four inches but at all points the moisture was aceptable. Southern Saskatchewan had some high winds with a tendency for soil drifting on light land but no damage to wheat from the drifting soil was occasioned. On an average 75% of the coarse grains have now reached the seed bed and early sown wheat in all districts is well above ground and of a healthy color. So far no localities report any damage from insect pests.

In Manitoba temperatures have reached extremes, as on Wednesday 90 degrees in the shade was recorded and the temperature, within 16 hours following this high mark, dropped to 51 degrees. Seldom in past years have conditions been so favorable in this province at this season of the year. The abundant rainfall during the present month, approximating four inches, has assured sufficient surface moisture to carry the growing plants until early in June. Coarse grain seeding is still in progress and is rapidly nearing completion, although some farmers are still cultivating barley and green-feed land and skim plowing land for summer fallow in an endeavor to reduce the growth of wild oats and other weeds.

Some parts of Southern Saskatchewan were visited by high winds but except in light soil localities, no drifting occurred and in no district was grain damaged. Scattered showers and light frosts followed these winds and, while grain blade tips were browned in some districts, the outcome has been a tendency on the part of plants to stool more profusely. This is especially true of rye fields. Centering on Rosetown, early sown wheat is up better than four inches. Rainfall at numerous points assures there is sufficient moisture in the ground to supply all plant wants for the next two weeks. Weather in the day time was ideal for growth but nights have been cool. Conditions on the whole are satisfactory. Northern Saskatchewan had heavy snow with cold spells. This phase has now passed and brighter days are being experienced.

Weather in Alberta has been variable. Nights have been cool with high winds during the day and a few local showers. Growth has not been fast. Warm weather with a few warm rains would be beneficial although no points report moisture so scarce that crops are suffering.

The Peace River country has sufficient reserve moisture and crops now through the ground are looking fine. Seeding has practically been completed with the exception of a small amount of land still under preparation for green feed and barley.

Receipts on western stockyards continue light. There has been an appreciable downward trend in the demand for killing cattle. Comparative light receipts are reported in the stocker and feeder divisions and these have changed hands at steady prices. The hog market has lost considerable ground.

PRINCE HENRY SPEEDY BOAT

Attained 23½ Knots in Trials—to Reach Coast June 18

WINNIPEG, May 27:—In the speed trials just conducted, the Prince Henry, the new Canadian National steamship, attained a maximum of 23½ knots for one mile, acording to cable received by D. E. Galloway, vice-president, Canadian National Steamships, at Montreal. The Prince Henry, which was launched at Birkenhead in January by Miss Ishbel MacDonald, for the Vancouver-Alaska service, is expected to reach Vancouver by June 18.

Instead of going by the Azores, Trinidad and the Panama Canal as was at first planned, the vessel will proceed from Liverpool by way of Fayal, St. Thomas, Colon, Acapulco and San Pedro.

VANCOUVER, May 27: — S.S. Prince Henry, the first of the new steamships constructed during the winter at Birkenhead, England, from Canadian National Railways, will arrive at the Port of Vancouver June 18. This information was received yesterday by B. C. Keeley, Pacific Coast manager.

The trials of the new ship were entirely satisfactory and company officials present expressed their pleasure at the result. During the trials, a top speed of 23.59 knots was reached with an average speed of 23.17 knots. Later during the endurance trial when the ship was run for 12 hours without a stop a speed of 22.25 knots was maintained which allowed for an ample margin of boiler power. Captains Nedden and Gilbert who were aboard for the trials, were quite satisfied with the way the boat performed and especially the way she handled in steering and turning circles. The ship responded splendidly, in both pitching and rolling seas.

It is expected that ss. Prince Henry will commence her journey to Canada in a day or so and will make calls at Liverpool, Fayal, St. Thomas, Colon, Acpulco, San Pedro and Vancouver. Captain A. J. Gilbert will have charge of the ship in crossing and will be met at San Pedro by Captain Dan Donald, Commodore of the Canadian National Pacific Steamships fleet who will bring her to Vancouver. Captain Donald will then take permanent charge of this ship which will be placed in the Alaskan service making her first trip from Vancouver for the north on July 3, for which heavy bookings have been announced.

TO KALSOMINE PART OF HALL

City Council Decides to Clean Up Municipal Headquarters

On recommendation of the board of works, the city council decided last night to call for tenders for the kalsomining of the halls, corridors and other public parts of the city hall as well as the agricultural office. At the suggestion of Ald. Macdonald, the city treasurer's office will also be included in the call for tenders.

Speaking to the recommendation, Ald. Brown stated that the idea of the committee was to have just such parts of the hall as absolutely needed it kalsomined this year and possibly the rest could be done the year following. The whole hall, as a matter of fact, was badly in need of kalsomining.