

THE DAILY NEWS  
PRINCE RUPERT - BRITISH COLUMBIA

Published Every Afternoon, Except Sunday, by Prince Rupert Daily News, Limited, Third Avenue  
H. F. PULLEN - - - Managing-Editor

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By mail to all other parts of British Columbia, the British Empire and United States, paid in advance, per year . . . . . 6.00  
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DAILY EDITION



Tuesday, October 28, 1930

CAN FACTORY HERE

It is announced in Ketchikan that the American Can Company will erect a can factory in Ketchikan.

Prince Rupert has been after that factory on various occasions but so far has failed. Now it seems as if this city is to be beaten out by the Alaskan town.

If the American Can Company refuses to build a factory in Prince Rupert the best thing the citizens can do is to try to induce some other company to locate here.

Prince Rupert is the centre of the most important salmon fisheries in Canada and has a right to the can factory. Possibly a local company might be formed to go into the business.

WHY NOT BUILD CARS?

It is noticed that the Canadian Pacific Railway is about to build flat cars at its yards on Vancouver Island in order to provide for the needs of the E. & N. Railway. That is an excellent move.

If the C. P. R. can do that at Victoria, why could not the C. N. R. build flat cars at the dry dock yards in Prince Rupert? There is plenty of accommodation for them, plenty of lumber can be purchased in the city and the iron work can be done at the shops right there as cheaply and well as anywhere in the country.

Car shops would help build up one of the C. N. R. ports and would relieve the overhead charges at the dry dock plant.

It is true that efforts to secure this have in the past failed but that is no reason why the agitation for it should not be continued. Prince Rupert needs the industry and the railway needs the cars.

C. N. DIRECTORATE

Says the Winnipeg Free Press:

"The Dominion Government in calling for the resignation of the government-appointed directors of the Canadian National Railway, can point to the precedent set by the preceding administration; and they can invoke the same precedent if they appoint to the board their own political friends. The course followed by the King Government in relation to the directorate of the Canadian National was subjected to sharp criticism in these columns, as our readers may recall. We thought it regrettable that a clean sweep was made in 1922 of the old board, which included some men of the highest character and ability; and we objected to the obviously political character of many of the appointments to the board. That no ill results followed was due to the correct policy which the government itself followed in its relations with the railway. The King Government undoubtedly showed a party bias in making these appointments; and if it had followed this up by trying to exercise a control over the policy of the road through these appointees, the results would have been very serious. Fortunately the government kept its hands off, and Sir Henry Thornton and his politically-appointed board got along very well together. Between them they rendered this country services of very great value."



S. Wilson, director of T. Eaton Co., Winnipeg, with his wife and daughter, Hazel, land at New York, recently, from liner Aquitania, following visit abroad

Lamp Standard  
Removal Causes  
Protest Making

A letter from M. M. Stephens & Co. Ltd., read at last night's meeting of the city council, protested against a street lighting standard being removed from in front of the McIntyre Block without readjustment of other standards in the block and suggested that, if the city did not rectify the matter, legal recourse might be resorted to. One of the oldest tenants of the block, the letter continued, had protested against the standard being taken out. Negotiations for the sale of the property were also on, it was intimated.

Ald. Macdonald, chairman of the utilities committee, suggested that the matter be allowed to stand for the meantime to see how the new system looked when the lights were turned on. If it was not satisfactory, then the city could order the Power Corporation to instal a standard.

Ald. Rudderham objected to the action of the power company in removing three lights—two from one side of the street and one from the other—on Third Avenue between Seventh and Sixth Streets when the council had ordered that only two be taken out. He also objected to only one light being placed on Sixth Street when all plans had called for two.

Ald. Pillsbury believed that the city should at all times be supplied with plans of the proposed lighting.

It was agreed to let the matter stand and make adjustments of standards later if it were found necessary to do so.

Twenty Years Ago

October 28, 1910.

The idea of raising the grade of Third Avenue between Seventh and Ninth Streets was advanced by Ald. W. P. Lynch at last night's meeting of the city council.

The balloon American II has established a new long distance record for aerial travelling, having flown from St. Louis 1100 miles north into the woods of Quebec before descending.

Joseph Progent, who lived on Fraser Street, was killed this afternoon when he was squeezed by a pile while engaged in G. T. P. wharf construction. He died on the way to the hospital.

RE SALE DEPOT

Anti Freeze  
Is Much Cheaper  
Than a New  
Radiator

Anti Freeze is cold weather insurance for your motor and radiator  
We have a full line, including Prestone, Rador Glycerine and Alcohol

Overhaul Your Old  
Tire Chains

And anticipate your needs in this line while our stock is complete

Cold Weather  
Makes hard starting. Why not install a new battery now?

OUR PRICE IS RIGHT  
11-Plate Battery . \$10.00  
13-Plate Battery . \$12.00

S. E. PARKER LTD.  
PHONE 83 FORD DEALERS

Man in the Moon

Ketchikan has beaten out Prince Rupert once more. That enterprising city was the first to have a Tom Thumb golf course in operation.

The Imperial Conference looks like a case of an irresistible force meeting an immovable object.

Premier Bennett was laid up with a pain in the neck in London recently and one newspaper writer intimated that it was caused by Philip Snowden's attitude toward Empire protection.

Artist—I should like to do you in oil. Ever been done before?

Client—Take a look at these gilt edged shares.

Said the puddle duck to the little white hen:

"I've not sold an egg since I don't know when;

Yet I feel quite sure that the eggs I lay

Are as good as a hen's egg any old day."

Said the little white hen to the puddle duck:

"You think perhaps you are out of luck.

Your eggs are as good, I'll freely admit,

And larger, too, by quite a bit.

But, my dear Mrs. Duck, I'll give you a tip;

The whole fault lies in your salesmanship.

You produce your eggs and without a quack

To your swimming pool, you waddle right back.

I tell the world to let it know,

So I cackle around for an hour or so

There's a good demand for the eggs I lay,

For I make my advertising pay."

The Letter Box

OBJECTS TO SUNDAY WORK

Oct. 26, 1930

Editor, Daily News:—  
Is the "Lord's Day Act" still in existence?

I was greatly surprised today (Sunday) to see men working on the new Government Liquor Store; surely there is not such a rush to get it finished that men doing government work should have to break laws supposed to be enforced by that government, especially at this time when there is so much unemployment. Why not start a few more men on the job and help solve the labor difficulty which is so much in evidence at this time?

Yours truly  
"CITIZEN"

ADVERTISING COPY  
MUST BE IN EARLY

Copy for display advertisements should be in the hands of the printers not later than 3 p.m. the day prior to publication. This is necessary to enable best positions to be secured.

A NEW STANDARD OF PERFECTION



20 for 25c.  
12 for 15c.  
and in  
tins of 50

SAVE THE  
POKER HANDS

DIXIE The Better Cigarette



MASCOT OF  
BLUENOSE

Fishermen, writers, racing followers, and others might credit the remarkable recovery of the Canadian schooner Bluenose in the Fishermen's Races off Gloucester, Mass., recently, to adjusted mainsail, ballast removal and general tuning up, but Stewart Walters, 14 year old son of Captain Angus Walters, has a theory of his own on that subject. Stewart sailed down from Lunenburg with his dad and during the trip demonstrated to him and the crew that he despite his tender years, could take his place at the wheel with the best of them. However, when the day of the first race came Captain Angus decided to leave the boy on shore. On that day the Bluenose looked like a doomed ship as far as the series was concerned. The same evening as the captain, his son and a few reporters were sitting in the cabin of the boat discussing the race and talking over the chances of the schooner in the next encounter young Walters turned to his father and said, "You had better take me along Dad. I'll make you win."

Captain Walters thought awhile and then opined that it might be a good idea and when the vessel crossed the line the second time Stewart was aboard encouraging the men and lending a willing hand when there was work to be done. Although that and subsequent races were postponed, the Lunenburg entry clearly demonstrated that she was not the same boat that had so hopelessly trailed the Gertrude L. Thebaud in the opening stanza and if fortune would only favor her with a husky breeze she could show the dubious ones just why she had retained her championship of the fishermen's fleet for more than 10 years. Also it installed Stewart as a full fledged member of the salt banker's crew.

Besides his duties as official mascot, young Walters found several other things to do in connection with the races. Every day crowds of people gathered on the wharf to inspect the Bluenose and get acquainted with the crew. The captain was forced to spend a good deal of his time while ashore at committee meetings and was not able to act as host all of the time. At a time like this Stewart would show the people over the boat, explaining the rigging, tell a little of the history of the craft and, if a particular group struck his fancy, he would go below and return with a handful of apples and pass them around with the proud remark that "they are real Lunenburg apples."

Young Walters surprised all who listened to him by his familiarity with nautical terms and his knowledge of sailing matters. He is a

TO PROCEED WITH  
GYMNASIUM DRIVE

The Y. M. C. A. building committee will meet tonight and, it is understood, will present a report recommending that the drive for the establishment of a gymnasium here be instituted at once. The appointment of committees to canvass the city for funds will then be the next step, it is understood.

RESULTS OF  
CRIB PLAY

Six Musketeers Lead In Cut With Grotto Running Up

Prince Rupert Cribbage League results last night were as follows: Eagles 16, Prince Rupert Hotel 11, Orange Lodge 13, Toc H 9, Seal Cove 13, Six Musketeers 14, Grotto 17, Elevator 10, I. O. O. F. 11, K. of Columbus 16, Operators 11, Moose 16.

League Table

	W.	L.	Pts.
Six Musketeers	70	38	70
Grotto	67	41	67
Eagles	58	50	58
Moose	57	51	57
Operators	56	52	56
Orange Lodge	56	52	56
P. Rupert Hotel	55	53	55
Seal Cove	50	58	50
K. of Columbus	50	58	50
Elevator	49	59	49
Toc H	41	67	41
I. O. O. F.	39	69	39

Matches scheduled for Tuesday, November 11 will be played on Wednesday, November 12.

BILLIARD OPENING

Canadian League and Elks will meet tonight in the opening billiard fixture of the season. Line-up: M. Andrews vs. C. Balagno, P. Tinker vs. W. Mitchell, Judge vs. Williscroft, A. Murray vs. Young, A. MacDonald vs. Smith.

Spare  
Zieman, W. Murray.

The Daily News can be purchased at—  
Post Office News Stand, 325 Granville St., Vancouver.  
Karl Anderson, Prince George, B.C.  
Smithers Drug Store, Smithers, B.C.  
R. W. Riley, Terrace, B.C.  
General Store, Anyox.

WAS GREAT  
SPORTSMAN

Horse racing, breeding and polo activities made Harry Payne Whitney, who died in New York Sunday, known as a premier sportsman of America. Much of the wealth he inherited and produced in mining and real estate interests was devoted to development of turf sports.

Famous horses of his stables won at various times the Kentucky Derby, Pimlico Preakness and virtually every great race in the United States as well as many abroad. In 1924 his thoroughbreds, said to number more than 200, made the largest winnings of any stable in the country, aggregating a half million dollars, with a record of 272 races won, 201 races second and 235 races third. Irish Lad, Regret and Whiskery were among the most famous of his runners.

In the polo field, Mr. Whitney was one of about a dozen men in the game's history to hold the maximum handicap of ten goals. He became interested in the sport after leaving college, was said to have sensed the possibilities of the new kind of polo and to have organized the activities which led to the defeat of English teams in international matches. He was a member of the famous "Big Four" of 1909 which established the reputation of American polo, and was known as "a player par excellence who could invariably be relied upon to pass the ball to the right man at the right moment."

Mr. Whitney interested himself in the breeding of both track and polo horses and, as a result of this activity, was credited with having done much to develop both strength and agility.

Born in New York

Harry Payne Whitney was born in New York, April 29, 1872. He was the son of William C. Whitney, Secretary of the Navy during the first Cleveland administration and a wealthy mining and real estate operator who was determined that his son should succeed to his administrative affairs.

After the younger Whitney's graduation from Yale in 1894 he registered at Columbia University law school and entered the office of Elihu Root. He abandoned law the following year, however, and, after a big game hunting trip to India, became identified with his father's interests in the Guggenheim Exploration Company and the American Smelting and Refining Company. He also served later as president of the New York Transportation Company.

Mr. Whitney's marriage to Gertrude Vanderbilt took place at Newport in 1896. Mrs. Whitney later acquired prominence as a sculptress, patron of the arts, and an active war-relief worker. There were three children, Cornelius Vanderbilt, Flora Payne (Mrs. G. MacCulloch Miller) and Barbara (Mrs. Barklie McKee Henry).