Tomorrow's Tides

Tuesday, Novem[illegible] 30
High ..... 11[illegible] 2.5 ft.
Low ..... 5.4[illegible] 2 ft.
18.2[illegible] 7 ft.

Legislative Library,
Mar. 31, 30
Parliament Buildings

The Daily News

NORTHERN AND CENTRAL BRITISH COLUMBIA'S NEWSPAPER

GOLF! GOLF!
Sunken Gardens

Vol. XXI., No. 263. PRINCE RUPERT, B.C., MONDAY, NOVEMBER 17, 1930 PRICE FIVE CENTS

CASE FOR INDIA PRESENTED TODAY

WEEK-END REVEALS NO FURTHER TRACE MISSING FLYERS

Equality Eastern Nation Wants And Equality It Is Determined To Obtain, Conference Is Told

Sir Tej Bahadur Sparu, Chief Spokesman, However, Gives Assurance That His Country Desires to Remain Part of British Empire

LONDON, Nov. 17:—Sir Tej Bahadur Sparu, first Indian spokesman at the round table conference which went to work at St. James Palace today, declared that British statesmanship was on trial before the eyes of the world. "An anxious and restless India is watching you," he said. "We have come amidst the jibes of our countrymen and already have been called traitors to the Indian cause.

"It is perfectly natural that we should seek freedom—but freedom as an integral part of the British nation," he said. "We want and are determined to achieve the status of equality—equality with other nations of the British Commonwealth, equality which gives us a government responsible to popular vote."

CHARGE IS DISMISSED

Cecil Rose Freed of Manslaughter Allegation In Conection With Death of Chinaman

Proceedings against Cecil Rose, who was charged with manslaughter following an accident two or three weeks ago on Second Avenue when a Chinaman named Seto Dib came in contact with his car, were discontinued this morning when Magistrate Thomas McClymont dismissed the charge after the preliminary hearing. A jury had previously brought in a verdict of accidental death, absolving Rose from blame.

E. F. Jones, city solicitor, prosecuted and A. M. Manson K.C. was counsel for Rose.

ARE TALKING GRAIN PRICE

Premiers of Prairie Provinces At Ottawa to Interview Banking Interests

TORONTO, Nov. 17:—Premiers Bracken, Anderson and Brownlee, from the prairie provinces, arrived this morning and went immediately into consultation with banking interests in regard to the wheat price situation.

At noon it was stated that the premiers had had a "successful interview."

"We have come to save the economic structure of Western Canada," said Premier Bracken in an interview.

JOERSS IN VANCOUVER

Northern Pilot Reaches Destination Safely With Damaged Plane

VANCOUVER, Nov. 17:—Pilot W. A. Joerss arrived here this afternoon from Prince Rupert with the damaged seaplane of the Air Land Manufacturing Co. He spent the night at Alert Bay.

URGES RATIFICATION OF FISH TREATIES

WASHINGTON, Nov. 17:—Necessity for early ratification of the sockeye salmon convention and halibut convention between the United States and Canada is emphasized in the annual report of Henry O'Malley, United States commissioner of fisheries, which was made public today.

MRS. IRENE RUDGE DIES

Was One of Best Known and Most Widely Esteemed Women On Queen Charlotte Islands

The death occurred suddenly at Queen Charlotte City recently of Mrs. Irene Rudge, well known and highly respected northern woman. The late Mrs. Rudge was a wonderful character. She received training from Miss Margaret West of the Ridley Home and the early part of her life, particularly, was replete with interest. Early settlers in the north, particularly those on the Queen Charlotte Islands, will be shocked to hear of death.

The late Mrs. Rudge was born at Hazelton on July 12, 1882. In the spring of 1891 she was sent to Metlakatla to be educated at Miss Margaret West's school, making the trip down the Skeena River in care of the late Bishop Ridley in one of the old Hudson's Bay Co. canoes. She completed her education in 1901 and left Miss West's care for Skidegate to live with her father, the late E. C. Stevens then in charge of the Hudson's Bay post there. A little later she came over from Port Simpson, making the trip with her brother E. C. Stevens of Skidegate, in one of the first sailing schooners built on the Queen Charlotte Islands, owned and operated by Chief Edenshaw of Massett who was associated with the deceased's father for many years as chief clerk of the Hudson's Bay post at Massett.

In 1903 the deceased married Walter Rudge of Massett. Rev. W. E. Collison, who at that time was in charge of the Church of England Mission there, officiated. One year later they moved to Inverness Cannery where Fred Rudge, a brother, was for many years manager. In 1909 the late Mrs. Rudge and her husband moved to Queen Charlotte Islands and took up a homestead at Copper Bay, where she raised and educated most of her family. The nearest settlement was Sandspit a distance of ten miles where the children attended the church and school.

The church and its work always had its place in the life of the deceased, and her faithful attendance with her family at the ser-

(Continued on Page 2.)

PIONEER OF THIS CITY

Death of Mrs. Mary Adelaide McKinnon Is Recorded in Kamloops

A pioneer of Prince Rupert and one who was among the first white girls born in Western Canada passed away in Kamloops early Monday morning, of pneumonia, after a short illness. She was Mrs. Elizabeth Mary Adelaide McKinnon, mother of Mrs. Macdonald of the Vendome Rooms, Kamloops, aged 77, born at Fort Garry, dauhgter of the late Philip Macguire of the Hudson's Bay Co. Widow of John McKinnon, contractor of Winnipeg, she had a historic background, having been through two Indian rebellions, at Fort Garry and that of Louis Riel in 1885, when she was at Qu'Appelle. One who kept every faculty to the last, she was a most interesting old timer and entranced many a listener by tales of early history.

A pioneer of Prince Rupert, Mrs. McKinnon had been 30 years in the province and 12 in Kamloops. She is also survived by four sisters, Mrs. Obleman, Indian Head, Sask.; Mrs. George Taylor, New Liscard, Ont.; Mrs. Rowan, Duluth, and Mrs. Bonnor, Winniueg, and two brothers in Winnipeg, Thomas and Richard Macguire.

The funeral took place from Geo. E. McPherson's Funeral Chapel, Kamloops, on Wednesday morning at 8:45 to Sacred Heart Church where mass was said at 9 a.m., Rev. Father Cornell officiating, interment in Pleasant Street cemetery.

FISH SALES

Summary

American— 157,000 pounds, 7c and 4c, 10.4c and 5c.

Canadian—30,000, 10c and 5c, to 11c and 7c.

American

Western, 32,000, Royal, 8c and 4c.

Vansee, 26,000, Cold Storage, 7c and 4c.

Pacific, 42,000; Evcel II., 20,000, and McKinley, 17,000, left for Seattle.

Eclipse, 24,000, Booth, 8c and 4c.

Sentinel, 16,000, Booth, 10.1c and 5c.

Norland, 10,000, and Augusta and Brothers, 9,000, Cold Storage, 10c and 5c.

Glacier, 3,000, and Reliance I, 5,000, 10.4c and 5c.

Celtic, 8,000, Atlin, 10c and 5c.

Hi Gill, 4,000, Atlin, 10c and 5c.

Bravo, 5,500; Narrona, 7,500, and Sherman, 7,000, Royal, 10c and 5c.

Canadian

Relief, 4,000, Atlin, 10.2c and 6c.

Morris H., 2,500, Atlin, 10.5c and 5c.

Sentinel, 1,200; Ternen, 2,500; Impereuse, 2,000; Oslo, 7,000, and Pair of Jacks, 1,000; Cold Storage; 10c and 5c.

Kaien, 6,000, Pacific, 11c and 7c.

Empl[illegible] 5,000, holding over.

Gony, 3,800, Royal, 10c and 5c.

The central gymnasium committee will hold a conference tonight with A. S. McAlister, railway secretary of the Y.M.C.A., Toronto, who arrived in the city at the end of the week.

Winner of Air Derby

Mrs. Gladys O'Donnell, winner of [illegible]'s air derby from Long Beach, Calif., to Chicago, with her husband and children, Lorraine and Lloyd, who welcomed her upon her return home.

Victoria Paper Urges Building of Branch Lines In Central and Northern British Columbia Region

It is now some twenty years since the Grand Trunk Pacific main line was built across Central British Columbia to Prince Rupert, but what has been done in that period in the way of building branch lines to open up new areas within striking distance of the railway, and thus to make accessible the natural wealth known to exist there? inquires the Victoria Colonist. It is true that the war for a time brought a halt to railway construction, but the war ended 12 years ago. Since the war, and more particularly during the past five years, the extension of branch railways from the main lines crossing the three prairie provinces has been an outstanding feature in current history. All along the front from Edmonton to Winnipeg, in Alberta, Saskatchewan and Manitoba, the C.N.R. and the C.P.R. have built branch after branch northward to serve new areas. Why has nothing of the sort been witnessed in Central and Northern British Columbia?

May not the answer to this question be found in the fact that railway construction in the more northern parts of the prairie provinces has assumed something of the aspect of a contest between the two great railway systems, each seeking to be first in occupying desirable territory and thus pre-empting the traffic to be developed there? In Central and Northern British Columbia there has been no such competition in extending transportation facilities. The Canadian Pacific does not enter that region at any point. It has no railway traversing the central part of the province, either from east to west or from south to north, which might serve as a basis for branch lines. The Canadian National has had, and has today, a monopoly of the whole region. In building branch roads for the opening up of undeveloped resources, it has concentrated its energies upon Northern Alberta, Saskatchewan and Manitoba, where it had a competitor in the field. Northern and Central British Columbia could wait. There was nothing urgent about occupying promising territory there, even within easy reach of construction. It was not even so urgent as the duplication of the coast ferry service or hotels in Halifax and Vancouver.

The desirability of creating in the northern half of this province a position of affairs which may lead to competition in the construction of branch lines is something which the provincial government might well bear in mind in considering the future disposal of the Pacific Great Eastern Railway.

MUST QUIT IS VERDICT

J. B. Miller Returns From Consultation With Specialists In Vancouver

J. B. Miller of the Montreal Importers returned at the week end from Vancouver where he was examined by a number of specialists who agreed that he must quit business and take a rest.

Mr. Miller says that instead of jobbing off his large stock he will give Prince Rupert people an opportunity to get both men's and women's clothes, including shoes at below manufacturers' prices. All goods are marked at rock bottom prices and he expects to effect a clearance of everything at record speed.

There is a very large stock at the Montreal Importers, especially in men's working clothes, and if it is to be sold at once Mr. Miller realizes that the prices have to be right. He says he will sell so low that people are bound to buy.

NOT FORCING WHEAT POOL

No Pressure to Be Brought By Lending Banks Towards Selling Wheat On Depressed Markets

WINNIPEG, Nov. 17:—No pressure will be brought to bear by lending banks to force the Wheat Pool to sell on a depressed market, according to a statement issued this morning by E. E. Henderson, chairman of the committee of lending banks.

VANCOUVER WHEAT

VANCOUVER, Nov. 17— Wheat was quoted on the local exchange today at 63c.

Aviator Joerss Nearly Met Disaster on River Came Through Safe

Damaged Tail Elevator When Tied Up to Scow After Forced Landing—Froze In on Thutade Lake—Returns to Vancouver For Repairs

Except for a forced landing by Pilot W. A. Joerss Saturday evening in the Skeena River when he was attempting to make a flight from Burns Lake to Prince Rupert as a result of which minor damage was done to his big Junkers machine making it necessary for him to proceed back to Vancouver from here yesterday, there were no new developments at the week-end in the aerial search for Robin Renahan, missing Vancouver commercial flyer, and his two companions who will have been missing for three weeks tomorrow evening. The two Royal Canadian Air Force machines, piloted by Flight Lieutenant Phinney and Flying Officer Dunlap, had a good day's flying yesterday but without success during a search of four hours for the Renahan plane or party. Good weather, which is continuing today, favored yesterday's operations. Neither did Pilot Anscel Eckmann, who is operating out of Ketchikan, have any success. The three planes are continuing the search today.

Pilot Joerss, who arrived here at 10 o'clock yesterday morning and left at 1 p.m. for Alert Bay, whence he planned on flying into Vancouver today, had a rather thrilling experience on Saturday night and it is conceded that only his remarkable ability as a flyer saved him from disaster. Joerss' Junkers plane had bad luck practically all the way after leaving Vancouver a week ago. His left pontoon had been damaged in landing at Prince George and the fact that he was iced in last week at Thutade Lake while intending to proceed to Atlin did not help matters any. Then, while tied up at a float in the Skeena River near Kwinitsa, where he was forced to land in the dark at 5:45 Saturday night on account of an impending storm, part of the elevator of the plane's tail became twisted and had to be cut off. Under the circumstances, he considered the best thing was to return to headquarters in Vancouver. He is thus, temporarily at least, eliminated from the Renahan search.

Joerss' plane, at Thutade Lake last Thursday, got ice on the pontoons while taxiing to a landing, and, during the night, became frozen in. A passage was chopped out through which the machine was drawn to a small area in the middle of the lake which was still clear of ice. The plane was stripped of all weight possible and Joerss lifted her off, leaving his companions to hike out the distance of one hundred miles or so to Burns Lake with an Indian guide.

Leaves Burns Lake

Joerss reached Burns Lake safely on Friday and, after weather had cleared sufficiently on Saturday, hopped off at 3 p.m., intending to make Hazelton for the night. On reaching Hazelton, however, he found the Skeena River full of floe ice and he decided to come through. He got as far as Kwinitsa when darkness began to settle down and he saw a snowstorm ahead. He set the machine down safely in the Skeena River and taxiied ahead to a light where he was picked up by a number of Chinamen who were living on a scow. He tied up to the scow for the night. During the night, the scow moved and part of the moveable elevator on the plane's tail was twisted. As a matter of fact, the right wing cap was very nearly lost when the wing became jammed somehow in the building on the barge.

Yesterday morning, Joerss removed the twisted piece of tail metal with a can-opener and, after heating up his engine and testing it out, shoved off again, reaching here at 9:30 a.m. The pontoon damage done at Prince George together with the tail damage on Saturday night settled Joerss' decision to proceed to Vancouver without delay and report to his company for repairs.

Joerss was engaged during the past summer in commercial flying in the Prince George country and knows that district very well. When he left Vancouver a week ago, he was to have pushed on to Prince George to take charge of the search for Capt. E. J. A. Burke, who has been missing with two companions for over a month. Joerss' all aluminum plane is a sister ship to that in which Burke is missing. They are both owned by the Air Land Manufacturing Co. Last August when Burke became missing, Joerss went north from Vancouver and located him on a lake.

Joerss is confident that Burke is still safe although missing over a month. He believes that he was forced down at some point where

(Continued on Page 2)

RECOVERY IN WHEAT

WINNIPEG, Nov. 17:—Sharp recovery from Saturday's lowest levels ever recorded were made today when wheat advanced on the local market three cents and three and seven-eighths cents per bushel. Trade was active and the close was exceptionally firm. November was quoted at 63⅝c, December at 62¼c, May at 67¼c, and July at 69⅛c.

KILLED BY LIVE WIRE

Fifteen Year Old Victoria Boy Lost His Life While Delivering Paper Sunday Morning

VICTORIA, Nov. 17:—John Thorburn, aged 15, while delivering paper in the Cadboro Bay district early yesterday morning, was instantly killed when he rode his bicycle into a live wire which had broken during the night and fallen on the road.

PREMIER BENNETT IS MAKING TOUR

LONDON, Nov. 17:—Premier R. B. Bennett of Canada left last night for Dublin, Belfast and Edinburgh. He will return here on Thursday and later go to Paris. He will probably leave for home about the end of the month.