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### THE DAILY NEWS.

PRINCE RUPERT - BRITISH COLUMBIA

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H. F. PULLEN - - - Managing-Editor

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### TAKEN BY STORM

Prince Rupert people have been taken by storm by the member of the Legislature for Peace River. He came at a propitious time when little was being said or heard about the Peace River outlet and he handled the situation in such a manner as to bring it home to everyone most forcibly. He captured the imagination of the people here and so he adds another to his list of political victories. He had previously won a victory in the Peace, won a good hearing in the Legislature and won the right to talk like a father to the Vancouver people. It goes without saying that we wish him well in his campaign and can promise him that he will have every support from us in the main object, which is to secure construction of a western outlet to the Pacific by way of Prince Rupert.

It is rather curious that Mr. Planta's visit to Prince Rupert should have come at a time when President E. W. Beatty of the Canadian Pacific Railway had just announced that there was no intention of making the Stewart railway an outlet to the Peace but that it was designed to serve the mining properties of that part of the interior.

We have always backed up Stewart in its effort to secure a railway there and shall continue to do so but we think and always have thought that Prince Rupert is the logical outlet for the farmers of the Peace River.

Some of the details of Mr. Planta's scheme will be opposed by many interior residents but it is to be noted that, while the member for Peace River urges that the road should go west by way of Hazelton, he admits that other routes from Finlay Forks to connect with the C. N. R. may be found preferable. It is largely a matter for engineers and economists to decide, the guiding factors being the cost of construction and the natural wealth of the country through which the line would pass.

In regard to tearing up the rails between Prince George and Jasper and converting that part of the road into a highway, we can hardly take the Peace River member seriously. There is still very much valuable timber along the route of that line which only a railway could handle profitably. There are mineral properties being developed and doubtless will be others. If the timber is all cut off and no mines are developed by the time the Peace River road is built, it will be a matter for the people then to decide, but for the present we are glad to know that the section mentioned is one of the chief contributors to the revenue of the present railway.

### CAUSE IS UNCERTAIN

(Continued from Page 1)

tance of about 125 yards a black object in the track which he at first believed to be a porcupine. When at a distance of about 75 or 100 yards he saw a sack and then the object appeared to be that of a man's body lying between the rails. He applied the emergency brakes and stopped the train. He told the fireman he believed there had been a man on the track. They got out, went back and found the body between the rails. They felt the body. It was cold with no signs of life. There was little if any blood about. The engineer believed rigor mortis had set in and that the man was dead before the train struck him.

Conductor William Beesley testified that the train consisted of engine, one car of poles and caboose. It was 9:05 that the accident happened. Three hundred feet back of where the train stopped was the body. The consensus of opinion was that the man had been dead previous to being run over by the train. Fireman S. W. J. P. West and brakemen Claude C. King and John Dohl gave evidence corroborative of that of the engineer and conductor. All agreed that the body was cold and stiff.

#### Extensive Injuries

Dr. Kergin, in support of his theory that the man had been alive when first struck, explained that there had been internal hemorrhage and the lung had collapsed. There would not necessarily be any extensive external hemorrhage. Heart was sound and there was no gas in the stomach. Something with tremendous force had caused the injuries which included badly shattered skull with vault flattened and brains protruding, shattered upper jaw, ruptured left eye and right protruding, fractured radius of right arm as well as both bones of the right lower leg, hemorrhage into the right wall of the stomach, badly fractured pelvis, ruptured bladder, head of left femur driven through joint cavity, ruptured spleen, five fractured ribs in left chest cavity about two inches from spine, left lung being badly cut, second rib in right chest cavity fractured.

Corp. Robert Gibson expressed the opinion that it was quite evident that the body had been dragged a distance of 42 feet.

G. Colussi, brother of deceased, identified the body.

After being informed by Staff Sergeant Alex McNeill, who conducted the examination of witnesses, that it had been reported that a speeder with three men aboard had passed the area in question about 6 p.m. Sunday, the jury decided to adjourn to hear the evidence of these men in the possibility that some further light might be thrown on the matter. Staff Sergeant McNeill intimated that Superintendent W. H. Tobey had spoken to one of these men and that he had said that they had seen no sign of deceased in passing.

Before the close of last night's session of the inquest, Coroner Norman A. Watt complimented the railway witnesses on their careful, straightforward and definite evidence.

The coroner's jury consists of W. L. Coates, foreman, William Lambie, Bert Morgan, J. J. Payne, J. J. Judge and R. E. Benson.

### Indian Agents Conferring In City This Week

Col. G. S. Pragnell of Kamloops, inspector of Indian agencies for the province, is spending the week in the city holding conferences at the office of Indian Agent W. E. Collison with various Indian Agents in this district. Capt. G. C. Mortimer, Indian Agent at Hazelton, arrived from the interior Tuesday night; R. H. Moore, Indian Agent at Vanderhoof, will be in on tonight's train, and Harper Reed, Indian Agent from Telegraph Creek, is due from the north on the Princess Louise tomorrow afternoon.

### Island Notes

Dr. F. T. Richardson, Vancouver dentist, who has been on the Islands for a few weeks on professional business, sailed by the Prince John Sunday from Massett on his return south.

Miss Eleanor Gladstone, who has been spending a holiday visiting at Skidegate Mission with her parents, Mr. and Mrs. Percy Gladstone, sailed by the Prince John Monday on her return south.

### Man in the Moon

Good afternoon. It's a wonderful world. Perhaps you were not aware of it.

There's one thing about this man Planta, he certainly has the courage of his opinions.

Yes, and Mr. Planta backs up his statements by argument.

Jake says if he goes to Prince George he will at least have to be prepared to answer questions.

It's all right as long as he does not have to dodge brickbats.

It was during the last provincial election that a prominent British Columbia lady who had been campaigning came into the house beaming with enthusiasm and exclaimed: "We are going to sweep the province." "Why not start on our little house that used to be a home before you started in politics?" quietly suggested the sad husband.

To those who would play the stock market, it might be mentioned that "Those who go out for wool sometimes come back shorn."

It's all very well for Mr. Planta to come here and try to interest us in the route to the Peace River. He has perhaps forgotten that the world series baseball is on this week.

### C. N. R. Trains

#### For the East—

Mondays, Wednesdays and Fridays 5:30 p.m.

#### From the East—

Tuesdays, Thursdays and Saturdays 10:15 p.m.

### MARRIED LAST EVE

Miss Marguerite Fossum Becomes Bride of David Geddes

A wedding of much interest took place last evening at First United Church when Miss Marguerite Fossum became the bride of David Geddes. The church was crowded with well wishing friends and decorated with ferns and flowers and bridal arch.

The bride, attired in a white satin and lace gown with veil and orange blossoms, carrying a bouquet of cream roses and fern, entered the church to the strains of the Wedding March. A. O. Franks gave the bride in marriage, Miss Karina Peterson, bridesmaid, was dressed in pink French lace and carried a bouquet of carnations and fern. Maid of honor was Miss Yvonne Ferrier in pale blue with bouquet of chrysanthemums and carnations.

The groomsmen, Ed. Martin, was assisted by Raymond Fossum.

The service was fully choral, the choir singing "O Perfect Love," during the signing of the register. Organist was Miss Swanna Olafson.

A reception was afterwards held in the prettily decorated Commodore Cafe with 100 guests present. Rev. C. D. Clarke, who had officiated, proposed a toast to the bride. This was responded to by the groom. During the banquet J. A. Teng sang "Because." Oscar Larsen proposed a toast to the Mother, followed by a song by Mrs. A. Hunter.

Dancing followed with music by Mrs. J. S. Black's Orchestra. Presents were numerous.

The gift of the groom to the bride was a cedar hope chest, and to the bridesmaids, compacts.

The happy couple, who have the best wishes of all, leave on the Prince George tonight for Vancouver where the groom is employed by the Canadian National Railways.



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### TWO DEER LIBERATED

Buck and Doe Placed on Dundas Island by Local Sportsmen

Local sportsmen, with co-operation of Game Warden Ed Martin, have placed on South Dundas Island a three-year old buck and

three-month old doe. The buck, one that had been kept for some time at the Knox Hotel while the doe was picked up along the railway track last summer when a few days old. A two-year old doe could also be used on the Island.

There have never been deer, far as is known, on the Dundas Islands owing to their distance from other land.

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## The C.N.R. renders many essential services . . . constantly and efficiently.

The aspect of railway operation with which the general public is most familiar is, perhaps, that of passenger transportation, and undoubtedly facilities for speedy, safe and comfortable transportation, such as is provided by the Canadian railways, are of prime importance to the whole community. There are, however, other and equally important services rendered by railways—and by them alone. All these services blend into one complete whole, and the support which members of the public give through using the particular service or services they require, determines the extent to which the whole usefulness of a railway system can be placed at their disposal.

One service which at this time of the year invites public attention is that of carrying grain. Without adequate railway transportation the whole country would be placed under a serious handicap and millions upon millions of dollars of new wealth would be lost, for crops which could not be brought to market or to the seaboard would be of little value. This service is, of course, a seasonal one, lasting only through some months, but to perform it, tracks, engines and cars must be maintained all the year round, and on such a basis that even large crop harvests may be adequately handled. When the crop is small, the railway suffers through having less to carry—but the same necessity for it being there to provide transportation remains.

This is only one of the services which railways perform and which go directly to enriching the country and providing employment. In 1933 the C.N.R. carried over thirty-one million tons of freight. Some idea of the importance of this freight to the workers of Canada can be obtained from a glance at its nature. Over ten million tons consisted of coal and mine products . . . over three and a half million tons of forest products . . . almost a million tons of animals and animal products . . . almost a million tons of gasoline . . . and over five million tons of wheat and farm products.

In every department of service rendered by the C.N.R. there is a whole-hearted desire and effort to provide the best possible. That spirit permeates the entire system and the public can confidently use the C.N.R. feeling that complete satisfaction will be obtained.

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