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### VANDERHOOF

The funeral took place last Thursday afternoon from Holy Trinity Church in Vanderhoof of James Ernest Tong, a pioneer of the Stuart River district, who lost his life through falling through river ice into the river. He had had the reputation for years of being the first to cross the river on the ice but he tried once too often. The late Mr. Tong was born

in Kent, England, fifty-three years ago and had lived in the Stuart River country for twenty years.

A Dominion-provincial youth training school is now being conducted in the Canadian Legion Hall under the direction of Kenneth Caple and is being well patronized.

Nels Larsen left this week for Prince Rupert where he will spend the winter with his daughter, Mrs. P. L. Peterson.

### Kitwanga Has Wedding Dance

M. and Mrs. Samuel Turner Entertain Their Many Friends at Happy Party

KITWANGA, Dec. 3.—A very enjoyable wedding dance was held by M. and Mrs. Samuel Turner in the De-Au-Zip Community Hall last Saturday night with many friends present including visitors from Cedarvale, Skeena Crossing and Kitwanga. Whites mingled with natives and the young with the old.

The proceedings opened at 8 o'clock and continued until midnight, appetizing refreshments being served during the evening. Assisting in serving were Mrs. T. West, Mrs. E. Turner, Miss Hazel Harris and Miss Lily Harris.

Following the serving of refreshments there were speeches suitable to the occasion by Albert Douse, Gus Sampare, George H. Moore, Stephen Morgan, Arthur McDames, Matthias Bright and Aldred McDames all of whom extended their felicitations to Mr. and Mrs. Turner. The speeches were delivered from a large table set in the upper part of the hall at which the head chiefs of the Eagle, Frog and Wolf tribe were seated. A musical program included vocal solos by Albert Sinclair, Mrs. Cadwallader and Harold Sinclair.

Stanley Williams' Orchestra provided the music for dancing and Solomon Bryant was master of ceremonies.



## Waterfront Whiffs

Tells Story of Western Hope Wreck—Kitimaat Has New Lease on Life—Contract For Osland Work

"It was unfortunate losing the boat but the affair might have been worse at that," commented Rev. A. Abraham, Anglican Church clergyman at Massett, in giving further details yesterday of the wreck of the mission boat Western Hope on Rose Spit on Tuesday night of last week. Mr. Abraham was called to the city to confer with Bishop

C. A. Rix following the loss of the Western Hope, arriving Thursday night on the Prince John and returning to Massett on the same boat last night. Having left Prince Rupert at noon on the Tuesday under what seemed favorable weather prospects, the Western Hope was almost across Hecate Straits and was approaching Rose Spit when a heavy southeaster came up. Seas commenced breaking in every direction and it was impossible to keep the little vessel on anything like an even keel so about 6:30 p.m. she was slowed down. Evidently she was swung off the course for at 9 p.m. she struck. Efforts were made to refloat the boat but these proved ineffectual as she kept pounding on the sand and shingle. The lifeboat was launched but, no sooner did it strike the water, than it was smashed almost to bits by the sea. Another comber came along and carried the Western Hope an estimated twenty feet further up on the shore and from this point those on board took to the surf and made for the driftwood line where, by the use of two or three matches which Jesse Bridden had been able to keep dry, kindled a fire. Later members of the party needed for Charles Carpenter's place about six miles distant on Tow Hill, reaching there about 4 a.m. Mr. Carpenter hitched up his wagon and went out to bring in the rest of the party and some of the personal effects which had been saved. The next day the Western Hope was found to be badly smashed up but it was possible to remove the engine and some of the fittings which were placed on the beach. The engine, however, is a heavy machine and there may be some difficulty in hauling it over the long stretch of sand. Those on board the Western Hope at the time of the stranding were, besides Mr. Abraham and his engineer, Fred Bellis, Mr. and Mrs. Jesse Bridden, Bernard Bridden and Wilfrid Smith, all of Massett.

Leslie Ellis, formerly well known as an assistant purser on Alaska vessels of the company, was welcomed on the local waterfront yesterday afternoon, having come north as purser of the Princess Adelaide, relieving Arthur Graves for a trip of so Mr. Ellis for the past two or three years has been on various of the company's southern runs.

Announcement is made of the awarding of the contract to Skeena River Pile Driving Co. of Osland for renewal of float and approaches at Osland for the federal department of public works. The contract figure is slightly in excess of \$5000.

Department of Transport announces the establishment of a new day beacon at Baker Inlet in Grenville Channel. The position is the southern entrance point of Baker Inlet and the beacon is of white triangular work ten feet high.

Dr. I. I. Pugsley and O. C. Young of the Prince Rupert Fisheries Experimental Station staff sailed last night on the Cardena for Vancouver enroute to Port Alberni where they will give a course of lectures to fishermen. They will

N. M. McLean, Seal Cove boat-builder, returned to the city at the first of the week from a ten day business trip to Vancouver.

The United Church mission boat Thomas Crosby was a visitor in port yesterday, having arrived the night previous from down the coast with Albert Lund, logger from Hallett's camp near Hartley Bay, who was brought in for medical treatment following an accident. Also on board the Thomas Crosby as passengers were Mrs. E. C. Stevens of Skidegate, Mrs. A. J. Ingraham of Surf Inlet and the latter's little daughter, Martha. Mrs. Stevens had been visiting at Surf Inlet with Mrs. Ingraham who is her daughter and sailed last night by the Prince John on her return to her home on the Islands. Mrs. Ingraham went back with the Thomas Crosby last night. The Thomas Crosby is in charge of Rev. Peter Kelly and Mrs. Kelly was also aboard this trip as well as Dr. Lloyd G. Bray, missionary doctor attached to the vessel. Coming up the coast from the Thomas Crosby's base at Ocean Falls, a call was made this trip at Kitimaat where, Mr. Kelly reported, great preparations have been in progress for

## Jewellers' Code In Saskatchewan

Wages and Hours of Work And Price Schedule Set

SASKATOON, Dec. 3. (CP)—A Code of wages and hours, and a schedule of standard prices for watch repairing for Saskatoon and district have been set up in the jewellery industry under the Industrial Standards Act. It is the first set up in the jewellery industry in Saskatchewan under the act.

A working week of 47 hours is to apply from April to August inclusive and of 51 hours from September to March inclusive.

Minimum rate of pay for an employee with five years' bench experience or more is \$18 a week with 50 cents an hour for all overtime. Sundays and holidays: Apprentice rates under the new code range from \$5 a week for the first year to \$12 a week in the fifth year.

Minimum price charges for work range from 50 cents for fitting hands on watches to \$3 for cleaning and adjusting railway timepieces.

return to the city a week from tomorrow night on the Catala. In Vancouver they will contact fisheries interests in regard to research developments.

Dr. H. N. Brocklesby of the Prince Rupert Fisheries Experimental Station, left on yesterday morning's way freight for Terrace where he was to give a lecture last night. He will return to the city on tonight's train.

Henry Worsfold, dock foreman for the Canadian Fish & Cold Storage Co., sailed last night on the Cardena for a trip to Vancouver.

### Substantial Herring Run

A fairly substantial run of herring developed in Prince Rupert Harbor last night and this morning with seiners taking goodly quantities just above Seal Cove for the Tucks Inlet and Port Edward reduction plants. One boat got seventy tons in one haul.

Six United States Navy bombers, which arrived early yesterday afternoon from the Sitka base where they have been stationed for some time, hopped off at 9:30 this morning in continuation of their southward flight to Seattle. They were flying in perfect formation and made an interesting sight. The quiet way in which the ships arrived here yesterday, being almost overhead before they were noticed, demonstrated how easily fighting planes can approach an objective nowadays almost like "a bolt out of the blue."

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