

W News

The Daily News

Table with tide information: Tomorrow's Tides, High, Low, times and heights.

NORTHERN AND CENTRAL BRITISH COLUMBIA'S NEWSPAPER

Vol. XXX, No. 137.

PRINCE RUPERT, B.C., THURSDAY, JUNE 12, 1941.

PRICE: 5 CENTS.

BOMBING EXCENSIFIED LONDON—Royal Air Force... BOMBERS SINK WARSHIPS ALEXANDRIA—Britain's famous gunboat Lady Bird...

PORT OF ASSAB TAKEN LONDON—The port of Assab in Italian Eritrea has fallen to British forces...

BOMBERS SINK WARSHIPS ALEXANDRIA—Britain's famous gunboat Lady Bird and the monitor Terror...

WILL FIGHT TO VICTORY LONDON—Great Britain, her Dominions and Allies adopted a resolution today...

NOMINATION NEXT WEEK

Delegates Are Uninstructed but Expectation is that Premier Pattullo Will Be Unanimous Choice

Uninstructed but with the tacit understanding that they will support the renomination of Premier T. D. Pattullo...

Inquest Into Triple Tragedy—

Bentinck, Several Miles Off Course, Improperly Equipped, Coroner's Jury Verdict Says

"That Peter Lorenzen and Frank C. McRae came to their deaths on June 1, 1941, between the hours of 2 and 7 p.m. from prolonged exposure to cold while endeavouring to reach shore by means of an improvised raft from the stranded motor vessel Bentinck while off the mouth of Tlell River, east coast of Graham Island," was the finding of a coroner's jury...

There was also a black notebook on the body which said: "Dear Florence: When I write this it may mean goodbye. This boat went on the rocks somewhere five miles north of Skidegate. Lifeboat drifted away. We may have a chance to reach shore about two miles away or the boat may float when the tide rises. Not enough life preservers or axes on boat to make raft. It's a crime that a boat should be allowed to leave harbor like this one."

The verdict continued: "That the motor vessel Bentinck was, at the time of the stranding, several miles off her course. That the motor vessel Bentinck was not properly equipped with life boats or other life saving equipment."

The reaching of the verdict concluded an all day hearing at which principal witnesses were the four survivors—A. E. Richards, Capt. C. J. Couture, Robert Morgan and William Notation—who gave their story of the tragedy and the circumstances leading up to it. Another witness, Sergeant Alex Dunbar, also testified. One of the features of his evidence was the reading of notes which Lorenzen and McRae left as it became apparent that they were doomed to perish.

The jury deliberated for one hour and ten minutes before reaching the verdict. Coroner Norman A. Watt conducted the inquest and, at the close of the hearing, he thanked the jury for its attention to a somewhat long and trying case.

Sergeant Dunbar, who is in charge of the Queen Charlotte Island district for provincial police, testified that at 12:30 p.m. June 1 Dead Tree wireless station telephoned him that the tugboat Bentinck was ashore five miles north of Skidegate. It was asked that assistance from Alford Bay be sent. It was not possible for Sergeant Dunbar or Dead Tree station to contact Alford Bay. Sergeant Dunbar could not see any signs of the boat five miles north of Skidegate so he thought she had got off and proceeded.

"Late June 1, 1941 I received information," continued Dunbar "that the crew had come ashore north of Tlell River which is 30 miles from Queen Charlotte City by road. While proceeding there I was stopped on the road and informed that a body was on the beach. They asked that it be removed." Since Sergeant Dunbar was the only coroner there at present, he ordered the body to be moved to Betsuish, a short distance away. Upon its arrival there he examined the body in question. It was fully clothed and had a heavy overcoat on. By the registration card he found that it was the body of Peter Lorenzen.

Also found was a small black notebook which said: "Could not find Skidegate Buoy. Went as far north as Cape Ball. On the way back struck reef about 10:30. Boat listed to starboard. Stuck! Tried to launch dinghy and let it slip out of hand. Lost! With our only row and safe way to shore. Too small for seven men anyway. We have seven men on this ship—two runbuoys and one new life preserver." Personal effects were removed by Sergeant Dunbar. The body was moved to the morgue in Queen Charlotte City. Sergeant Dunbar continued the search all night and found the raft that had come ashore. Between that and Tlell River there was wreckage on the beach. About 4 a.m. June 2 Sergeant Dunbar noticed some men about a quarter of a mile away and they said they had found a body at the edge of the water. The body was that of a man dressed in a suit but there were no shoes. He was wearing a lifebelt. Sergeant Dunbar searched the body for identification. He found that it was Francis C. McRae.

Bulletins

LOCAL SUBSCRIPTIONS Subscriptions totalling \$18,150 were added yesterday to the local Victory Loan 1941 campaign. This brings the total to date to \$245,000, seventy per cent of the objective of \$350,000.

FIRST PREMIER DIES EDMONTON—Alexander Cameron Rutherford, who was the first Premier of Alberta, is dead here.

ATLANTIC RECORD HALIFAX — A new 13 1/2 hour record has been made by a bombing plane for the east to west crossing of the Atlantic Ocean.

ADJOURNING UNTIL FALL OTTAWA—Prime Minister William Lyon Mackenzie King gave notice today that Commons will stand adjourned until November 3 following the conclusion of the current business unless it is in the public interest to reconvene earlier.

STORM IN VANCOUVER VANCOUVER — An electrical storm, raging over Vancouver early today disrupted power for more than an hour, stalling street cars, cutting radio stations off the air, dousing lights and interrupting wire services. The direct cause of power failure was not immediately ascertained.

FARES ARE CUT OTTAWA—Hon. J. L. Ralston, minister of national defence, told the House of Commons yesterday that arrangements had been made to reduce railway fares to soldiers and sailors and airmen proceeding on embarkation or annual leave to one-third of present fares.

ATTACK WAS DELIBERATE

German U-Boat Commander Was Fully Aware He Was Torpedoing American Ship

WASHINGTON, D. C., June 12:—The United States Department of State announced today that a preliminary report from the American consul in Pernambuco, Brazil, where the Brazilian ship Osiris today landed survivors, that the United States ship Robin Moore was undoubtedly sunk by a German submarine.

The report said that the commander of the submarine was fully aware that the Robin Moore was an American vessel.

If the canvasser has not called to take your subscription for the Victory Loan, please call Victory Loan Headquarters. Phones 301, 302. (137)

There's Safety in Numbers—Buy more Bonds!

Canadian Legion Votes \$5000 For Victory Bonds; Speeding Up of War Effort Is Urged

Giving proof of sincerity in urging the mobilization of all resources to bring the war to a rapid and successful conclusion, the Prince Rupert branch of the Canadian Legion, at its regular meeting last evening, went "over the top" and voted the sum of \$5,000 for the purchase of 1941 Victory Loan bonds.

This is in line with the Legion's oft-repeated demand that all available resources should be mobilized in war time. A resolution to be forwarded to the provincial convention to be held at New Westminster in August will embody the same idea and will also urge for a more energetic prosecution of Canada's war effort.

CHECKING HOUSING

Official Here to Make Survey With View to Building For Industrial Workers

TO study the necessity of the organization which he represents coming into Prince Rupert, G. T. Parmenter of Toronto, representing Wartime Housing Limited, a government-sponsored company set up to meet housing emergencies in war industrial centres, is in Prince Rupert. Mr. Parmenter has been in consultation with City Commissioner D. J. Matheson and City Engineer F. N. Good by whom he was shown over the city. He also met W. R. McAfee, president of the Prince Rupert Chamber of Commerce, and S. E. Parker, chairman of the Chamber's housing committee. He sails tonight on the Prince Rupert for Vancouver.

Mr. Parmenter stated that the object of his visit here was to obtain data of all sorts in regard to local housing situation with special reference to war industries. The objective of the company is to build houses to rent for war industrial workers. There is special care not to interfere with private enterprise which is given right of way.

Mr. Parmenter will make recommendations to the board of directors of the company which usually makes its decisions soon after the necessary information, such as Mr. Parmenter is here to secure, is sent in.



LORD BENNETT

LONDON—A viscountcy has been conferred by the King upon Rt. Hon. R. B. Bennett former Prime Minister of Canada, who now enters the House of Lords. Hon. Vincent Massey, Canadian minister to Britain, has been made a privy councillor.

Hitler knows one language only—the language of FORCE. And force will end his mad ambition to enslave the world. Your dollars—LOANED.

VICTORY LOAN Program

SATURDAY, JUNE 14 Victory Loan Radio Program, prizes for Listeners 7:00 p.m.

SUNDAY, JUNE 15 Victory Loan Show, Capitol Theatre 9:00 p.m.

JUNE 17 A.R.P. Demonstration 8:00 p.m.

COMING EVENTS Grand Victory Loan Street Dance and Contest when Quota is Reached



Foreign Policy— IMPORTANCE OF SUBJECT FOR CANADA

National Unity Essential Although There Are Many Difficulties In Achieving It, Says Speaker

With the collapse of the system of collective security which had been developed under the aegis of the League of Nations it had become incumbent upon all Canadians to consider seriously the problem of foreign policy, declared Willard E. Ireland of the provincial archives and library department speaking before the Canadian Club last night on "The Basis of Canadian Foreign Policy." Normally the foreign policy of a country was merely the extension of its domestic policy—the promotion of the welfare and safety of the state and its citizens.

A basic premise of Canadian policy had been the maintenance of Canada's unity as a nation. There were, however, certain factors in our Canadian life which, even in peace time, worked to make national unity less certain if not precarious. Such impeding factors included geographic and economic disunity and problems arising from population diversity. In consequence it had been difficult to evolve a truly national foreign policy.

In general Canadian foreign policy has had three aims—the preservation of Canada's status as an independent nation, the preservation of her security, and the safeguarding and promotion of her external trade. Each had left its impression upon the general policy. Canada had consistently maintained that, in matters of foreign policy, she was completely autonomous and uncommitted by the British government. It had been unwilling to enter into consultation in the formation of a common policy. Canada had been equally aloof from being committed by participation in the League of Nations.

The preservation of Canada's national security was conditioned by her proximity to the United States and her position in the British Commonwealth of Nations. Illustrations of the clash of interest implicit in this dual position were apparent.

Canada's position in world trade was out of all proportion to the size of her population, declared Mr. Ireland. Her per capita exports exceeded those of the United States by three and one-half times. Her great dependence on export trade was detrimental in that it made her extremely vulnerable and subject to violent fluctuations. The present wheat situation was an excellent illustration of the difficulty. Canada, consequently, had a vested interest in the promotion of peace and the fostering of healthy international relations.

The complexity of the issues involved and the tendency in Canada towards sectionalism had resulted in the emergence of many schools of thought on foreign policy. The isolationist, the imperialist and the advocate of collective security had their followings. In consequence Canadian foreign policy was essentially a compromise as no Canadian government was going to run the risk of alienating any important section of opinion by too categorical a declaration of policy. Until there is a stronger feeling of national oneness there was little probability of there being a more definite statement of national foreign policy.

Other Speakers In addition to the speaker of the evening, Norton Youngs, chairman (Continued on Page Six)

BASEBALL SCORES

National League Chicago 3-7, New York 2-8. Cincinnati 0, Boston 2. St. Louis 3, Philadelphia 2. Pittsburgh 8, Brooklyn 1. American League Washington 4, Cleveland 6. Philadelphia 2, Detroit 5. New York-Chicago postponed. Boston-St. Louis, called in fourth, rain.

ADVANCE IN SYRIA

British are Twenty Miles South of Beirut—French are Closing on Damascus

CAIRO, June 12: (CP)—British and Imperial forces have reached the ancient port of Sidon, twenty miles south of Beirut, while Free French units are on the southern outskirts of Damascus, informed British sources said tonight.

There is a tendency to greater resistance by the Vichy French forces in some quarters.

This is a war to the death! A war between savagery and democracy. If you want democracy to win, you must do your share. Invest in Victory Bonds.

Shortly after Frank McRae passed out. The plane flew over again but didn't see the men. Then John Barker passed out. When they were pretty close to shore Peter Lorenzen died. Four men survived and were taken to the home of Robert Betsuish who took care of them.

Frank McRae had the best life-saving jacket of the lot. Peter Lorenzen had a lifebelt and buoy under his arm. Morgan a round buoy under his arm. The captain believed Richards had an old lifebuoy. One life belt was lost when they lost the dinghy. He said the equipment was there when he came.

The captain said he had been a seaman for 30 or 35 years and did not think there was sufficient lifesaving equipment for seven men. The painter attached to the dinghy was 10 feet long and 3/4 inches in diameter. On board were two small hatchets. The captain saw McRae making notes before taking to the raft. They were approximately three miles from shore at the time.

On their way to Queen Charlotte City they had passed no boats. He said there was one new portable gasoline 2-inch pump that would not work. The skiff was round-bottomed and in good condition.

The Engineer The engineer, William Notation, was engaged to work on the Bentinck by Armour Salvage Co. The Bentinck had a 110 Atlas full diesel engine. The vessel was 60 to 65 feet in length. The boat left Saturday, May 31 to go to Queen Charlotte City.

Notation was on duty all the time the engines were running. He felt the boat slow down and went on deck. The captain asked him to take soundings. He sounded from five or six fathoms to eight or nine feet. The can buoy was half a mile from the boat. The boat reversed and, heading out to sea, bumped twice. They ran north looking for Whistle Buoy. After deciding they were out he said that they headed south again.

About 10 a.m. they hit a rock. The weather was kind of hazy. They could not see very high but could see the shoreline. There was no breeze but the sea was choppy although not very rough. The boat listed to the starboard about 45 degrees and began to fill with water.

The water was coming in too fast and the pumps were submerged. There was a 2-inch pump on deck which was brand new but they could not get it going although they had it running Saturday.

He said that they lost a skiff and there was no chance of getting it. He was busy at the pump at the time.

He came on to deck to help work on the raft. For tools they had a hatchet, box of nails, another hatchet such as the kind used for breaking open crates, and hammers that were not used. They used everything they could get their hands on. The raft was built on the high side of the boat. After using everything they waited either for rescue or for the boat to sink.

When the boat listed water came in the hatch and she punched a hole in herself.

There was no equipment to launch a skiff. The tide kept coming in. When they launched the raft and, in trying to get it clear, part of it broke. The boat listed from starboard to port. The seven men climbed on the raft to try to get to shore. When they were halfway Continued on Page Two