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**Small Town
Compensations.**

Life in a small town is altogether different from life in a large city. Life in Prince Rupert differs materially from life in Vancouver and there are compensations on either side. People who live here often are attracted by the bright lights, variety of amusements, crowds of people and the opportunities of advancement in the big cities. On the other hand, when they get there they feel the loneliness of the strange crowd, the coldness of public entertainments, the lack of agreeable companions and the aloofness of the multitude. The cost of living in the big city is great unless the greatest care is exercised in the matter of expenditures. Tram cars and entertainments are a continual drain. It is much more difficult to save money in a big city than in a small one.

**Opportunities
Not Very Many.**

While in the aggregate the opportunities in the city are many more than those offering in the small town, they are more apparent than real. In the small town all know the business of the others to a large extent, but in the city there may be hundreds of opportunities around the corner and yet we should never know about them. Except among business men and organized labor there is little community of interest in the big city. Each is struggling with his neighbor for the right to live and each is careless of the welfare of the others. Only the politicians and the preachers have any interest in the general public and their interest is very limited in its scope. Speaking generally, it may be said that the opportunities in the small town are many more than in a large one. If a man has talent his neighbors recognize it as long as it is not exceptional. In that case he may do better among strangers. For the ordinary man or ordinary woman, there is often a better prospect for advancement and much greater social advantages in the small town than in the city.

**Social Life Here
And in Seattle.**

Compare the social life of Prince Rupert with that of Seattle. Here everyone is well known to everyone. At any gathering that takes place the person who has lived in the city for a few years finds he knows most of those present. In any event of any size in Seattle a person is lost in the crowd and of no importance. The difference is very apparent to anyone who has lived in both places.

While small town people are ardent gossips and often snob our needs are different and our desires are different. We must feeling which is found in a place like Prince Rupert. The advantage is with the small town for the average person, but, in spite of that, many look to the city lights, to the theatres, the clubs, the crowded streets and the big shops for their enjoyment. That is what keeps the small town struggling while the big city prospers.

**Make Small Town
Attractive as Possible.**

In order to counteract the movement toward the big cities it is desirable to make the small town as attractive as possible. While the pioneers feel that they did not need all the improvements which the later residents demand, the city can not grow unless it is made attractive. Any defect in climate or transportation has to be made up in some other way. In Prince Rupert we are improving the streets and we must provide other attractions. Such things as athletic associations, swimming baths, libraries, social clubs and societies all add to the pleasure of residence in the place. Anything which will induce people to make their homes here is worth while. It is no argument that some other place does not have it. We are different from any other place; bish, the big town people are cold and there is a lack of the home look to ourselves for amusement and culture. We can all help in making the place attractive and thus inducing people to reside here.

**SAID HE COULD
NEVER BE WELL**

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Him to Health**

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**The Man in the Moon
SAYS--**

WHEN you hear a man bragging about what a wonder his wife is, you may safely bet that she carries out the ashes.

YOUR friends may forget you as you grow poor, but the same old hills drop in on you once in a while.

YOU can't judge a man by his clothes, but you can usually judge him by his wife's clothes.

THE difference between a practical man and an idealist is that the idealist writes a tract against stealing, and the practical man buys a padlock.

EFFORT is the soul of success.

A LITTLE conference now and then is a great boon to writing men.

THE driver who tightens a match to find a leak in his gas tank usually finds it.

THERE is one thing certain in life and that is the end.

IT seems an easy matter to make money in Russia according to the rate of exchange on the rouble.

**Ten Years Ago
in Prince Rupert**

January 12, 1922.

Alderman S. M. Newton, newly elected mayor of Prince Rupert, who takes the oath of his office on Monday, when the first meeting of the new council will be held, in a special interview in regard to the appointing of police and license commissioners.

"I intend, he said, "to do the very best I can to get the members for the district, Mr. Manson, to use his influence toward the end that myself, the members of the City Council, the executives of the Prince Rupert Conservative Association and of the Prince Rupert Conservative Club shall have the naming of the members of these commissions to be appointed by the Government."

Interviewed on the subject of the same appointments this morning, Mayor Manson, who holds office until the new Mayor is sworn in, remarked: "These appointments are made entirely by the government, but the responsibility for the nomination of men for them rests with myself as member for the district. The fact that I was member for the district last year as well as mayor of the city may have given rise to the idea prevalent in the city that the power to appoint these commissioners is vested in the mayor. The fact is that it rests with the government, the mayor being ex-officio chairman of both commissions."

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**DEVELOPMENTS
ARE EXPECTED**

**H. F. Pullen on Return From the
South Tells of the Views
Held There.**

The future looks very bright for the development of the north, according to H. F. Pullen, editor of this paper, who arrived home yesterday morning from a visit to Victoria and Vancouver where he went on business and to spend the Christmas holidays. Everyone in the south is talking about the future prospects of the north. People there are optimistic for a general revival of business in the spring. The pessimism of last summer seems all gone and in place of it is a spirit of hopefulness, with a desire to help improve conditions.

In the mining field a great many people are looking to Stewart. Mining engineers and prospectors seen in the south all say that there will be great activity on Portland Canal during the coming season. A number of deals are being negotiated with a view to the properties being taken over by men who have money to develop them. The fact that the Premier mine is doing so well and that the Silverado and other mines are ready to ship is that people are willing to spend money in a place where they are likely to get results.

What is true of development at Stewart is true in a somewhat lesser degree at other points. There will be a general interest in mining this year unless all signs fail.

General Business.

In Vancouver and Victoria the merchants are rather quiet. While they did a good Christmas business, it was not as good as usual, and there seems to be a general opinion, both among retailers and the people generally, that there will be further reductions in the price of many articles. The bottom has not been touched, but the bottom of trade depression is probably with us and there should be an improvement all along the line in spring. Stocks are low in the stores and also in the lumber yards and it is absolutely necessary that these be replenished.

For some time past money has been kept out of use or invested in bonds. As the price of securities advances and confidence is restored, people will be willing to put money into development schemes. That is what the brokers in the south say.

Co-operation.

Prince Rupert is still in the public eye and people are expecting developments. There seems to be no spirit of jealousy evident there, for the business men are beginning to realize that the development of any part of the province means more business for the big cities in the south and they are keen on having such development take place. Just as it is to the advantage of Prince Rupert to develop Stewart, Alice Arm, Anyox, Swanson Bay and all interior points, so the development of all these and of Prince Rupert is for the benefit of Vancouver and Victoria, especially Vancouver.

When it was mentioned that Speaker Manson was likely to be appointed attorney-general, no objection was heard because of his residing in the north. It was recognized that the north should have more cabinet representation.

On the whole the feeling of unity is growing and the co-operation of the south may be expected in development schemes. Naturally all business is selfish, but it is found to be good business to develop the whole of the province.

**PRINCESS ROYAL
ISLAND MINES**

Development Work is Proceeding at Bight Inlet and on Another Property.

Word has been received here that the Rivers Bight Syndicate has sold its property on Princess Royal Island and it is now being worked with good results by Manager Sloan, formerly of the Drum Lummon. About a dozen men are employed there at present, but this number is to be increased in the spring.

The property is said to be very similar to the Surf Inlet mine, which is still shipping gold. It was discovered by two Russian Finns, Cordilla and Kinsky, who

The Railways of Canada Draw to Your Attention the

NEW RAILWAY RATES!

FOR PASSENGERS

The advance on sleeping and parlor car tickets authorized in 1920 has been cut in half—the advance made on ordinary fares at that time having been completely taken off many months ago.

FOR SHIPPERS

The percentage of advance granted to the Railways in 1920 has been reduced ten points. In addition to a five point drop at the first of the year.

These changes became effective December 1st.

Your cost of Living

YOUR cost of living should be directly affected. If it is not it is as the railways have pointed out before, the for their services is an almost negligible factor and because (2) even the huge sum now cut out of the railways revenues and amounting to approximately—

\$25,000,000.00*

annually—becomes a very small fraction of a cent when split up among the billions upon billions of small and large articles which constitute the freight traffic of Canada during a year. And because

(3) the Court which has the power to control railway rates is not able to direct who is or is not to get the benefit of reductions. In other words, whether these savings in railway charges are passed on to you—or whether they are absorbed in marketing, cannot be controlled either by the railways or the public.

BUT this fact remains: a very great sum of money—enough to build every year a small city, or a Quebec Bridge, or four hundred and fifty of the newest and most powerful locomotives—is now removed from the revenues of the Canadian Railways and should be reflected, at least to some extent, in the family budgets of all Canadians!

W HETHER your railways can continue to function without the revenue thus lost to them, is an experimental problem facing the various managements. It depends largely on whether traffic keeps up or falls off—and whether costs rise or decline. But the managements are attempting the problem cheerfully and with determination to keep Canada's railway service the cheapest, mile for mile, and among the most efficient in the world!

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