

THE DAILY NEWS
 PRINCE RUPERT - BRITISH COLUMBIA

Published Every Afternoon, Except Sunday, by Prince Rupert Daily News, Limited, Third Avenue
 H. F. PULLEN - - - Managing-Editor

SUBSCRIPTION RATES

| | |
|---|--------|
| City delivery, by mail or carrier, yearly period, paid in advance | \$5.00 |
| For lesser period, paid in advance, per month | .50 |
| By mail to all parts of Northern and Central British Columbia, paid in advance for yearly period | 3.00 |
| Transient display advertising, per inch, per insertion | 1.40 |
| Transient advertising on front page, per inch | 2.80 |
| Local readers, per insertion, per line | .25 |
| Classified advertising, per insertion, per word | .02 |
| Legal notices, each insertion, per agate line | .15 |
| Or four months for | 1.00 |
| By mail to all other parts of British Columbia, the British Empire and United States, paid in advance, per year | 6.00 |
| By mail to all other countries, per year | 7.50 |

Contract rates on application.
 Advertising and Circulation Telephone 98
 Editor and Reporters' Telephone 86
 Member of Audit Bureau of Circulations

DAILY EDITION Monday, May 20, 1929

PEACE AND PRINCE RUPERT

The Peace River is filling up rapidly, it will be seen from the series of articles now running in this paper. People are going there by the thousand and the result is that most of the land within easy reach of the present railways will soon be all taken up. Much of the land is in Alberta, but the British Columbia section is getting a share and the building of a western outlet giving the people access to the lands would soon cause the filling up of that section of the province.

With a large farming population in the Peace River section of British Columbia a Pacific outlet will do a great business and Prince Rupert, as the minister of railways has said, is the economic outlet for the country. That is why the filling-up of the Peace is of so great interest to people here.

PRINCE RUPERT ELEVATOR

(Prince George Citizen)

Sir Henry Thornton has been given great praise for the manner in which he has pulled the Canadian National Railway systems out of the mire in which he found them. His achievement has been gratifying, but it would be even more pleasing to the people of the northern half of British Columbia if they had reason to believe Sir Henry had shown the foresight to reverse the policy of his predecessor, which treated the Grand Trunk Pacific division of the Canadian National as the poor relation.

Sir Henry seems to have fallen into the error of thinking there is but one Canadian port on the Pacific coast, and that at Vancouver, and he has permitted the diversion of business to his railway line running into Vancouver which could be more profitably handled by his line running into Prince Rupert. The line from Red Pass to Prince Rupert was put into excellent condition last fall for the handling of a grain traffic which was promised but failed to materialize. For several weeks during the grain season there was an unprecedented movement of grain over the Canadian National line from Red Pass to Vancouver in consequence of the blockade on the Canadian Pacific system which forced it to make use of the Canadian National line. Even this blockade failed to force a trickle of the grain traffic over the Grand Trunk Pacific division into the empty elevator at Prince Rupert. It is said ideal conditions of railroading are those which give freights both ways, and avoid the necessity of hauling empty cars into a district to handle the business. The line from Red Pass to Prince Rupert offers this condition during the movement of the wheat crop in that the cars which carry the wheat west have a return freight in the ties, poles and lumber which are moved east. But when the wheat does not come there is only the one-way freight, and the unprofitable business of hauling empty cars to handle it. Men who should be in a position to know assert this is poor railroading.

The wheat slump will not cost the wheat growers, or the people of Canada as a whole, too much if it prompts them to learn the lesson of making the fullest use of their nationally owned railway and elevator. There is a differential against the port of Prince Rupert as compared with Vancouver, and there is a further advantage in the matter of securing cargo in and out of Vancouver, but, unless it is conceded Vancouver shall be the only port of the British Columbia coast, the existing difficulties to establishing the port of Prince Rupert are not insurmountable. It is affirmed the proper lighting of Hecate Strait will do much to remove the disabilities of the Prince Rupert port, as it will lessen the run to Vancouver by approximately one day. The grain slump should hasten the giving of these aids to navigation. The management of the Canadian National Railways should then make an honest effort to develop the port of Prince Rupert. It has the railway system and the Canadian merchant marine at its disposal. It should get away from the policy of starving the northern half of British Columbia to advance the importance of a port in which it owns nothing, and must pay charges to make use of the facilities which have been provided.

Buy from the merchants that advertise. Their stock is fresh.

Villages Move to Railway as Peace Country Develops

Towns Spring Up; Elevators Are Built and Blank Spaces Suddenly Become Busy Centres of Activity in That Great Country

This is the second of a series of six articles by H. F. Mullet dealing with the rapid concentration of settlers in Canada's great "inland empire," the Peace River district.
 (Special to The Daily News and the Edmonton Journal—Copyright)

By H. F. MULLETT

EDMONTON, May 20.—The Peace River country today has a bad attack of "growing pains."

The pains extend over a considerable area—some 73,500 square miles—and the vast inland empire feels them, all the way from McLennan to Fort St. John.

Blank spaces on the map, once remote from steel, suddenly find themselves, overnight, busy little towns with half a dozen elevators and a complete equipment of hotels, stores and what not.

Hythe and Fairview, respectively, termini of the Edmonton, Dunvegan and British Columbia railway on the south and north extensions of the railway, are cases in point.

Other towns at intermediate points have experienced similar growing pains and the result is, generally—more elevators.

Take the little places on the railway from Grande Prairie to Hythe, for instance.

Dimsdale, just "two houses and a store," now has two elevators and is building a third. Wembley, end of steel until less than a year ago, already has five elevators, and even little Huallen (named after Hugh Allen, provincial farmer member for Peace River), owns two of the big grain bins.

Moved Bodily

Beaverlodge, of course, was an old settlement years ago, before the steel passed that way. The original townsite, located on a small slope, moved a number of its log buildings to the railway, when the steel missed its door. Today it has five elevators where a few months ago there weren't any at all.

Take the line that runs north of the Peace.

Grimshaw had only one elevator two years ago. There were three new ones built last year. Today there are five. Brownvale, a tiny hamlet, found its three elevators insufficient, and has built two more. Bluesky, like Waterhole and Beaverlodge, moved itself to the steel, and is today a flourishing four-elevator point.

But it is in the night creation of new towns out of blank spaces on the map, that the Peace River country really shows its "growing pains" the most.

Waterhole is an example. A few years ago, Waterhole was exactly what the name implies—a watering point for men and horses on the long freight haul from Peace River town to Dunvegan, and 50 miles from the nearest railway.

Surveyors Locate Centres

Then the steel marched out from Whitelaw westward over the old trail. Surveyors ran their lines, marked a point on a blueprint, and said, "there'll be a town here."

That point was four miles north of old Waterhole, but did the residents worry? Not a bit. "If the railway won't come to Waterhole, then Waterhole must go to the railway," became the slogan.

On October 1, 1928, Waterhole moved bolus-bolus into Fairview. The town's buildings were raised on skids and hauled over the first snow to the new townsite. Two hundred carpenters were working night and day, at one time, on five new elevators, two hotels and six stores.

Waterhole dropped its utilitarian and unlovely name, and became Fairview the euphonious, with a population of 250, a modern hotel with all city conveniences, and an athletic association with grounds six and a half acres in extent, all in three months.

Then there's the new town of Hythe—very embodiment of the spirit of growth that pervades the Peace River country from end to end.

A year ago, Hythe didn't even have a log shack to its name. It wasn't even a place that might move, like Fairview, across the snow to a new location.

Out from Wembley marched the steel—somebody jabbed a blue print with a pencil, said, "Here's Hythe"—and there you are!

Three months later, six big elevators, a \$60,000 hotel—finest

in the north country—it is claimed—stores galore, and all the necessary appurtenances of a modern town, even down to a "movie," were on the job and doing business.

Others "Just Grew"

Other towns, like Topsy, just grew.

Pouce Coupe, Rolla, Dawson Creek, west of Hythe, have blossomed out with progress rushes of new frame buildings. The gasoline stand is a familiar land mark. The girls wear sheer silk hose and the newest importations from the east, and the latest jazz record comes out with the air mail.

After all, one cannot send 10,000 new settlers into an area without the towns in that area reacting in their own growth, to the added business that those 10,000 people bring with them, or create as a result of their activities.

Why do people go into the Peace River country?

We asked that question of dozens of settlers, and we received many illuminating answers.

Free land—a quarter of a section, 160 acres—to every male person over 18 who is the head of a household (even if it be a household of only the applicant himself) is the first answer.

Where, in older settlements, farm lands today command anywhere from \$100 to \$1000 per acre, the lure of 160 acres free, in return for the small duties of clearing and home building required by the law, is a tremendous factor.

"More room for expansion," proved to be another potent reason. A farmer with stalwart sons growing up on the land, faced with the prospect of acquiring expensive holdings for his sons in the older countries, must naturally be attracted by the possibility of settling his sons around him, on the free lands of the Canadian northwest.

Trees—there's another impelling reason.

Old-timers who have lived all their lives on the treeless prairies find themselves some day yearning for the benediction of green trees and the happy singing of birds in the branches. The park lands of the Peace lure them on and so they come; the life fascinates them—grows upon them—twines itself around their hearts—and the Peace has them for ever and a day.

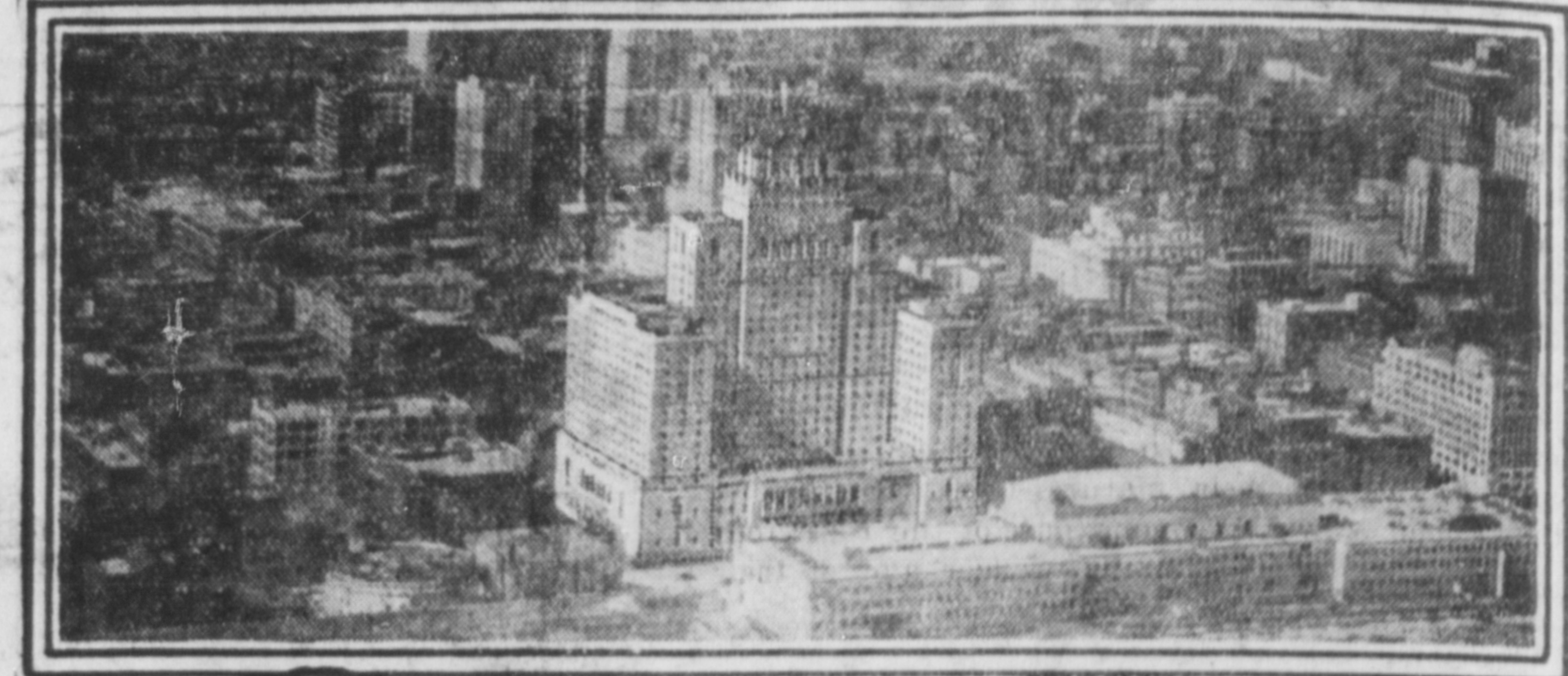
Industrial depression—getting away from the time clock—to be one's own boss even if the "job" be only 160 acres of brush land and a mud chinked log cabin—here are economic urges as old as industry itself.

So they roll westward to the Peace—men, women and children—representing all ages and all grades of society—to grow up together in the great new empire shaped by vast hills, and watered by vast rivers—busy, happy units in a nation yet to be.

POWER OFFICIALS HERE

J. S. H. Wurtele and C. N. Mitchell, officials of the Power Corporation of Canada, arrived in the city from Montreal on yesterday afternoon's train, being here on business in connection with their company's interests locally.

Ben Bernie to Open Royal York



Top, The Royal York Hotel as it stands out, even from the air. Below, Ben Bernie and his orchestra

"I hope you like it." To millions of radio listeners—in that announcement, coming from Ben Bernie, "the young maestro", is a fulfilled promise of symphonic dance music of extraordinary quality. Though Ben Bernie cannot possibly have appeared in person before the many millions for whom he is the favorite of radio broadcasters, his name and the music for which it stands have become household words throughout the world, emblematic of the best in symphonic jazz orchestration. It is for that reason that Ben Bernie and his World-Famous Orchestra have been chosen above all others to open the new Royal York Hotel in Toronto, an engagement of three weeks at the highest salary ever paid by a hotel.

Orchestra are also exclusive Brunswick recording artists and are featured by that company wherever phonograph records are played.

Ben Bernie's music is distinguished for the ingratiating rhythm of his orchestrations and the symphonic overtones applied to syncopation. It is pre-eminent among the "new jazz" orchestras for the quality of its music. Ben Bernie's orchestrations are arranged with the greatest of care and artistry, and are played by an aggregation of artists each of whom is an outstanding master of his medium.

Unrivalled in its versatility, the Ben Bernie Orchestra offers, in addition to the familiar popular tunes, symphonic jazz renditions of classical symphonies. The Ben Bernie arrangement of "Scherzando" presents in synopsed form one of the most colorful of modern symphonies, striking a balance between the irresponsible gaiety of jazz and the austere solemnity of the classic, and appealing with equal force to lovers of the old and the new in music.

For the past seven years Ben Bernie and his orchestra have been featured at the Hotel Roosevelt in New York, one of the best and most widely known hosteries of the Metropolis. The Ben-Bernie music made the Roosevelt Grill the favorite rendezvous of dance lovers, young and old. Ben Bernie and his

for the perfectly appointed home

DOMINION INLAID LINOLEUM

If you seek something new and distinctive in floors; something out of the beaten path... yet in perfect taste... choose Dominion Inlaid Linoleum. This modern floor puts character in your rooms.

It is rich, compelling... yet never obtrusive. Dominion Inlaid Linoleum is odourless; easy and quick to lay; easy to clean; comfortable. The pattern cannot wear off. In many designs... at moderate prices.

Other Beautiful Dominion Floors

Wider choice than ever is offered in Dominion Linoleum rugs and Dominion Printed Linoleum, long-wearing, beautiful, easy to clean... priced even lower than you expect... either makes an ideal floor for any room.

The DOMOLAC FINISH

This wonderful lacquer finish is applied to all Dominion Inlaid Linoleum adding a lovely soft lustre to an already beautiful floor. Stainproof, wearproof, polishes with scarce an effort.

At House Furnishing and Departmental Stores

Made in Canada by the makers of the famous Dominion Racehship Linoleum

Daily News Want Ads. Bring Quick Returns