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Small Town or Big?

FARM BOYS are still deserting the fields and orchards for better-paying jobs in manufacturing plants, but now there's a new twist to this rural-to-urban process. Today, more and more heads of industry are looking in the other direction—out beyond the city limits—for a spot to establish their newest branch.

This decentralization of industry is reversing a trend of many years' standing. Before the Second World War, an expanding company almost invariably chose a city as the site of its new plant, for obvious economic reasons. But now that those reasons are no longer as compelling as they once were, the shift is back to the country.

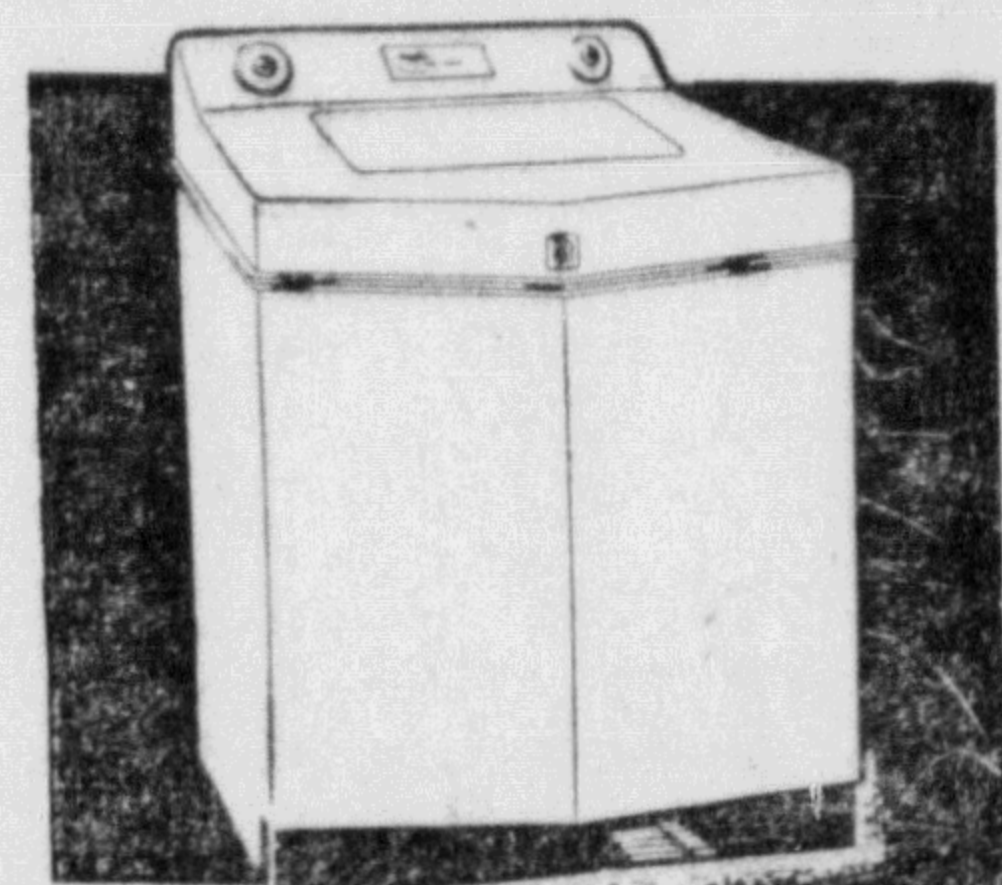
The small town of today is, for the company and its employees, no longer the small town of half a century ago. Good roads, modern automobiles, efficient sewage systems, radio and the host of other facilities now accepted as standard, make the small town just as convenient as the big city for businesses and people. And in many ways, much more attractive: The rents are lower, the air is fresher, the hustle and bustle of the metropolis is cut to a tolerable pace, the noise level is easier on the nerves, it's easier to get to and from work, and the well publicized dangers of the atom bomb are minimized.

Industry's back-to-the-country movement seems to be common to both the United States and Canada. South of the border, according to a recent survey of 148 major manufacturing firms, nearly two-thirds of the postwar building has been in small towns. In Ontario, Canada's largest industrial province, 77 new branch plants were established in 1950 and of these, 51 were located well outside the metropolitan area of Greater Toronto.

As the threat of atomic warfare intensifies, this trend toward decentralization could easily speed up. In any circumstances—regardless of A-bombs—the country will always be a pleasanter place to live in than those stone and concrete jungles where the outstretched hand is not a gesture of welcome but a sign that a tip is expected, and where the blare of a car horn has just one meaning: "Move, bud, you're in my way!"

Scripture Passage for Today

"Blessed are the peacemakers."—St. Matt. 5:9.



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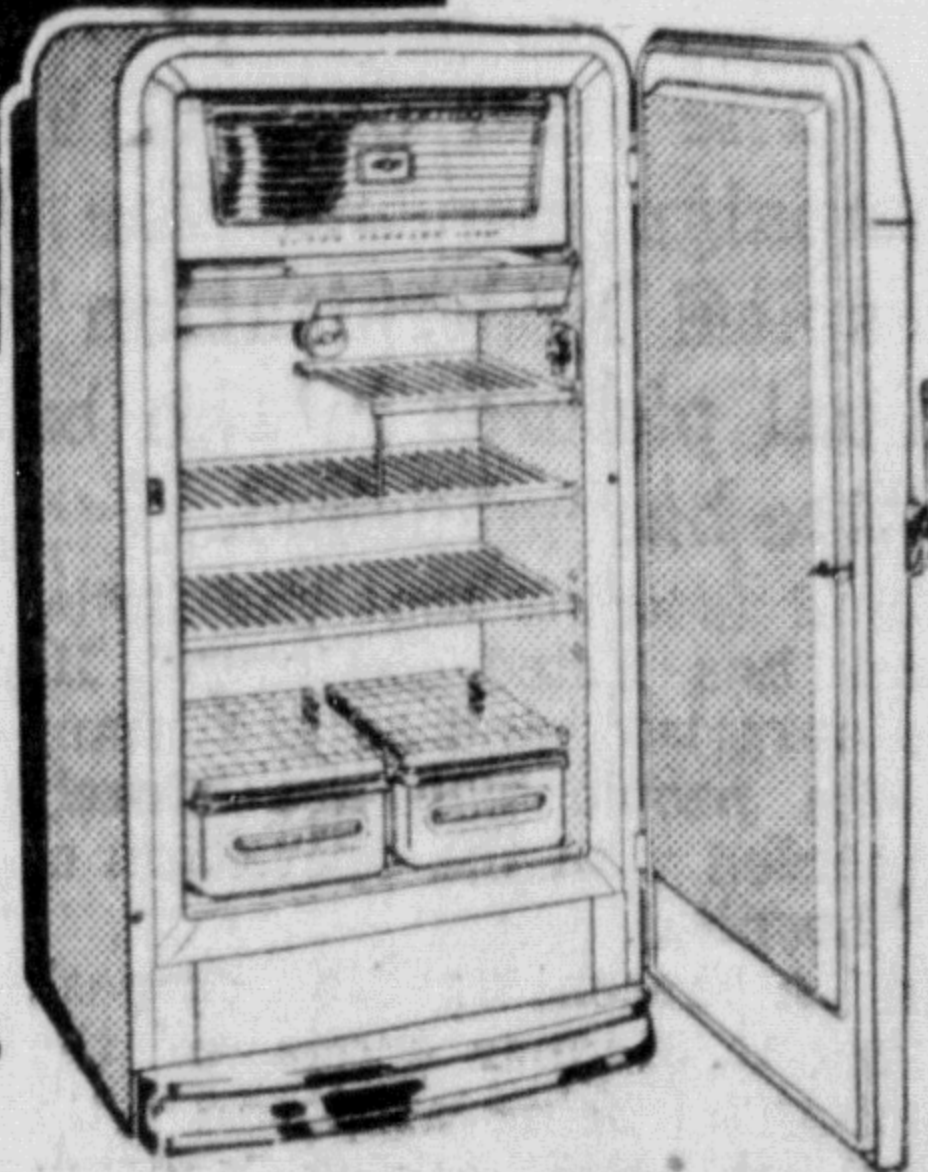
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Reflects and Reminisces

In the majority of western cities, after they attain a respectable enough size, a Hudson's Bay store starts business. Some day, unless all expectations fail, this will come to Prince Rupert. And that reminds one of the number of new comers who keep on asking questions. For example, how did this busy boom town up north get the name?

WINNIPEG WON

The Grand Trunk Pacific Railway staged a name competition and a Winnipeg girl won. This was away back in 1909. The choice appeared to suit public fancy. But first of all, who and what was Prince Rupert? Why ask? Every school boy knows the answer, according to the average parent. Well, he doesn't know the answer. Indeed, to this day, plenty of adults know precious little about the gallant prince.

NAMESAKE CITY

Here, in the namesake city are men and women curious and inquiring. Living here now, it is natural they should. They may know something about Rupert, but can stand more. He was first governor of the Hudson's Bay Company founded in 1670. He was a fighter, soldier, rover. He virtually started a trading concern three centuries ago—and the name is still going strong.

ALMOST GOVERNMENT

Some folks say HBC means "Here Before Christ" and there's no reason why it should not be true. King Charles II, in his granting of charter to the "company of adventurers," gave the sole right to empower and establish laws and impose penalties, to erect forts and maintain ships of war and to make peace and war with any prince and people not Christians. That's pretty sweeping. Charles had not overlooked or forgotten much.

WHEN RIVALRY CAME

Until the fall of Quebec, progress, while slow, was nevertheless steady. Then HBC grew rapidly from the Arctic to the Pacific. Their stations and forts dotted what is now Western Canada. They exploited an empire of furs and had the goodwill of the Indians. No mountain range was too remote, or wilderness too distant, not to feel the ascendancy of the company. This was a monumental monopoly that eventually brought rivalry in the shape of the North-West Company, and finally, after Confederation, Hudson's Bay sold territorial rights to the Ottawa government. This was in 1869.

It is not so long ago, a stockade could be seen in Port Simpson, a few miles from Prince Rupert. Fire destroyed it. This was a reminder of the more early days, and Hudson's Bay enterprise ranged so far and wide. If there is any community in the west where the original "adventurers" should be represented, it is here. Prince Rupert is situated far enough north to be in the very heart of Hudson's Bay Co. regions. And this city is keeping fresh, for all time, the name of its first chairman.

Sir Hugh Allan Dies

MONTREAL — Sir Hugh Montague Allan, wealthy Canadian financier and sportsman, who gave his name to one of Canada's best known sports trophies, Hockey's Allan Cup, died today. He was 91.

Mr. Allan had been in hospital suffering from heart trouble. He lost two daughters in the sinking of the Lusitania and also lost a son, Hugh, in the Royal Air Force.

Deceased held various high posts in a number of Canadian companies until he retired some time ago.

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FIRST BIRTHDAY—The Princess Anne is held by her Mother, Princess Elizabeth, on her first birthday at Birkhall, Scotland. Princess Anne wears the coral necklace worn by her mother on her own first birthday in 1927. The rattle also belonged to Princess Elizabeth. Princess Anne was born Aug. 15, 1950, at Clarence House, her parents' London home. This is a United Kingdom Information Office photo. (CP PHOTO)

Rail History Turned Back

TORONTO—The teaching staff of the Richmond Hill public school were slightly puzzled yesterday when their students did not appear for classes after the noon hour lunch period.

Their anxiety would have been somewhat lessened had they known the children declared a holiday in order to watch the pages of history turn back for a complete century. In fact half the population of Richmond Hill turned out at the Canadian National Railway station to watch an old CNR wood-burning locomotive re-enact a scene which must have been familiar to residents of the town approximately 100 years ago.

The occasion celebrated the centenary of Canada's first postal service in what was then Upper and Lower Canada. The ancient wood-burner, pushed by a modern CNR diesel locomotive, carried mail from Richmond Hill to Toronto. Both the engineer and fireman, ex-railway pensioners and the mail courier were dressed in period costumes of a century ago.

The old wood-burner and the modern diesel engine both appear on a new four-cent Canadian stamp recently issued by the post office.

The mail courier aboard the old time engine upon arrival at the exhibition grounds was greeted by a costumed mail rider who delivered the latter pouches to waiting postal officials at the automotive building. Next Thursday an Indian runner and old stage coach will also cover the route southward to Ontario's capital. In addition, to give contrast to the ancient postal

Mutual Leader Honored



RICHARD SEPTON

The Mutual Life of Canada is pleased to announce that Mr. Richard Sephton of Vancouver has qualified for the MLC Production Club. He is a member of the Half Million Section, and had the distinction of being the leading producer in the company, for the past year and is a qualified member of the Million Dollar Round Table.

Membership in this group is attained only through the underwriting of a large volume of protection, which continues in force from year to year, and the maintenance of a high personal standard of confidential service to policyholders.

Empress Sails No Royal Couple

LIVERPOOL—The Empress of France, on which Princess Elizabeth and Prince Philip were to have travelled to Canada in a specially prepared suite, sailed yesterday for Quebec without the royal couple on board. There is still uncertainty, in view of the King's illness, whether the trip to Canada will be postponed or cancelled.

Dorreen Mine Now Milling

Milling is now in progress at the Dorreen mine, a gold-silver-lead-zinc property 125 miles from Prince Rupert. Directors say the milling rate will gradually be brought to a capacity of ninety to a hundred tons daily. Ore is expected to average about \$79 a ton and convenient to a new aerial tram.

DANISH AREA

The Kingdom of Denmark, with an area of 16,580 square miles, has a population of 4,210,000.

Mayor Opens Broadcasts

Under the auspices of the Junior Chamber of Commerce, Mayor H. F. Glassey was heard in an interesting broadcast early last evening. He told about early days in the city, going as far back as 1906, the mayor himself having visited here then. He outlined the beginning of things, the opposition of the harbor engineer, Mr. Bacon, to any settlement whatever, that early, the filing of a mineral claim by John Houston and the starting on it, of the first newspaper, The Empire, and many other incidents and examples of pioneer growth and gradual expansion.

The Chamber of Commerce plans further similar broadcasts.

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