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Should Get Some Grain

THERE is a place for at least one million and a quarter bushels of Canada's record wheat crop of 580 million bushels, the disposal of which is already causing a headache because both storage and shipping facilities are already taxed even with last year's crop still unmoved. That is the capacity of Prince Rupert's elevator which some of the authorities may think about although it has, apparently, been a forgotten plant for so many years.

Of course, we would like to see our elevator, and think it should be, used for something more than a mere storage bin for Canada's grain when there is no other place to put it.

But, seeing they are so short of space, it is reasonable to suppose that some of the grain will roll this way. If not, we will be thinking that there is something rotten in the grain business.

In fact, Prince Rupert's elevator should be about due for its decennial filling of grain.

Army Calls Again

A NOUNCEMENT is made elsewhere in the Daily News today of the impending 1951 Red Shield Appeal of the Salvation Army which is set for September 4 to 25.

Once again, we have no hesitation, in fact we are very anxious to do so, in commending the Army's campaign to the very generous support of all citizens who are inclined to support worthy causes.

It is not necessary for us to go over again in this column the many good works of the Army in season and out.

The Army, as is well known, reaches out to give a helping hand in places and to people not reached by other avenues. Its many good works are familiar enough not to require repetition here.

It is a couple of weeks yet before the campaign opens but it is not too early to put down the Red Shield appeal as a must for our support to the most generous extent possible.

ray..

Reflects and Reminisces

Rats plagued Prince Rupert 40 years ago. Of course, that far back, Vancouverites were unkind enough to say that rats were to be expected in that sort of town. Anyway, they swarmed, so it's nothing new today. Most of the supply of poison in the new city was exhausted before it could be said the pests were about exterminated. Yet it was worth the effort. And it's worth it today, speedily and effectively.

Daylight Saving for 1951 will conclude on Sunday, September 30. By this time, having become used to nearly all kinds of changes and attempts at saving (even money), who cares!

PRESTIGE, OF COURSE!
It is said there are no fewer than 25,000 chauffeurs for official cars in Washington. That's about twice the population of Prince Rupert. This defence business is becoming costly. Especially when one learns that the swank government cars are often seen parked outside cock-

tail lounges, night clubs and smart departmental stores.

NOT SO SIMPLE

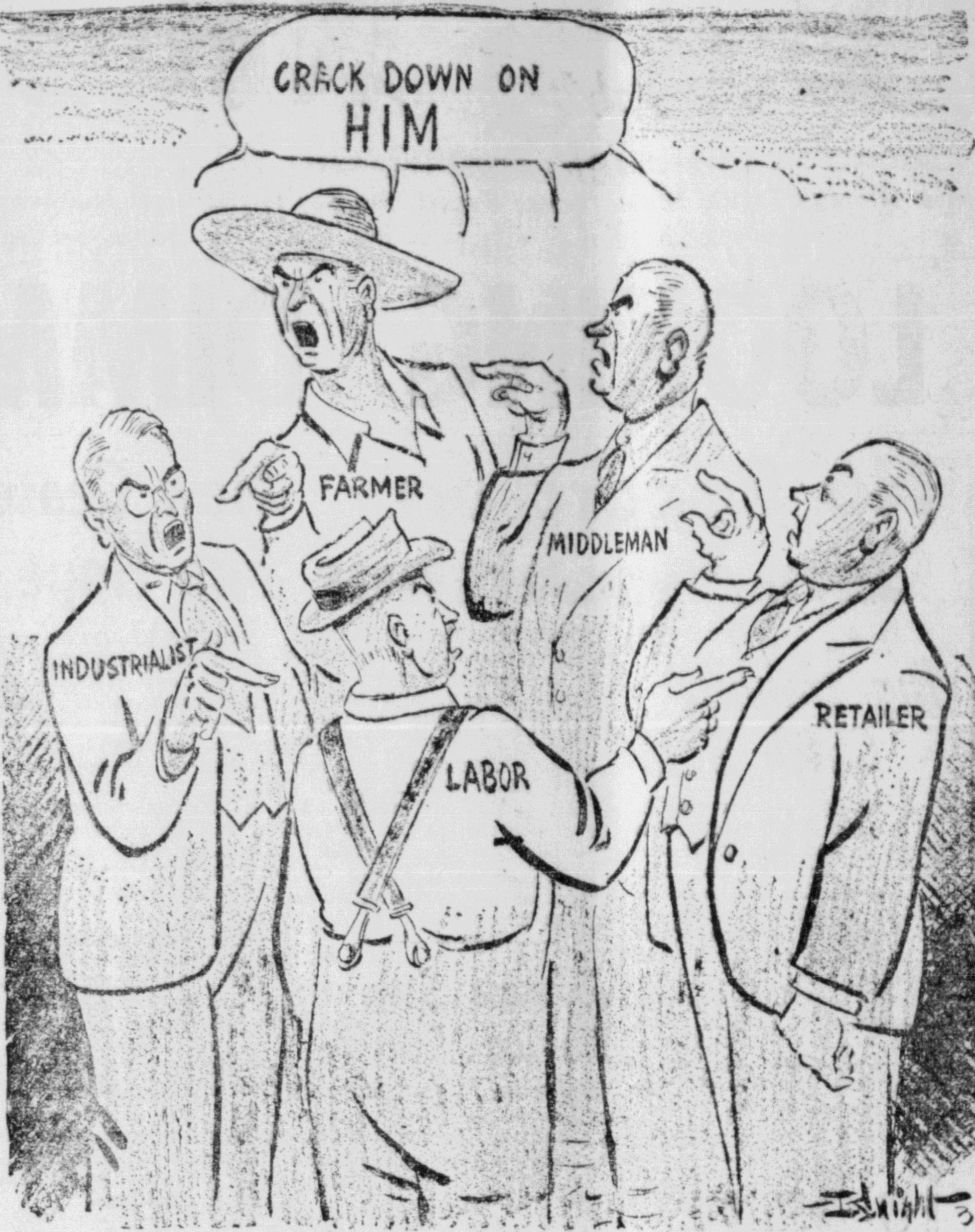
If someone walked up to you and asked, "How old are you?" it would be no trouble to give him an answer, comments the Edmonton Journal. But, if he asked you to prove your age, where would you stand? It isn't as easy as it seems. At least it isn't so easy when the proof has to satisfy the government.

A fellow the people call Billy Wallace may wed a British Princess, according to gossip writers. The advance of democracy could be more distressing. It might be "Willie."

Advice from Ontario says an abundant crop of raspberries is looked for. We were smacking through a dish of Kalen Island raspberries and cream a month ago as well as wondering what the chances were for a second helping. Strawberry shortcake was also fine, although scarce.

THIS WAY FOR ROOM

It is estimated the wheat crop this fall will have a billion dollars value. Huge quantities of last season's grain still remain in storage. Scores of references to Prince Rupert's empty elevator have been made—year after year—in print, by word of mouth, and in correspondence. What's the use?



ANOTHER VICIOUS CIRCLE—By Charlie Knight in the Windsor (Ont.) Star. (CP PHOTO)

Canadian National Railways Conundrum

By PAGE RIDEOUT

The Canadian National Railways organization has 33,046 miles of line spread over ten provinces and 11 states of the Union. Its four main terminals are at Halifax, Montreal, Chicago and Vancouver. The CN main route is from Montreal to Halifax, from Montreal to Vancouver, and from Montreal to Chicago.

The policy of the CNR seems to be the four terminals and their main routes referred to constitutes the major proposition of their system, hence the towns, cities and districts off of and apart from those terminals and routes are not so fortunate as they would like to be.

By the old Canada Atlantic and Canadian Northern Railways falling into the lap of the CNR give them a direct line between a lake boat in Depot harbor on Georgian Bay, and an ocean freighter in the harbor of Quebec City. This route was capable of handling a world of traffic, and keep it out of Montreal but, as the line passed up Montreal some 40 miles to the north, this is what happened. They lifted the rails on the sections between Algoma Park and Two Rivers, Ottawa and Huxborough, Genville and Jerome, Rawdon Junction and Joliet. And it may be recalled they lifted those rails around the time the CNR was moving both heaven and earth to complete the new terminals in Montreal in order to break the bottleneck on Isle Royal where, if this route had been worked to capacity, there would not have been such a bottleneck created.

The Transcontinental Railway was designed by its promoters as a dispatch route between the grain centres on the Red River and Quebec City and the Atlantic seaports. If space permitted one could quote plenty of authority to prove the fact that if this route was worked

to capacity there would not be so much talk of our seaways. Recalling the fact that the route was cut through the wilderness, let one consider Table 78 of the CN folder, and observe the number of passenger trains plying over this line between Quebec City and Cochrane. But there is a stop and one must turn to Table 79 where one finds two trains per day leaving Cochrane for the west but everything stops at Hearst. Here one is obliged to look up Table 177 where one finds that a freight train trailing a day coach, which was first-class many years ago, leaves Hearst for Nakina on Sunday and Thursday, which as can be seen brings everything to a standstill insofar as through traffic is concerned. Of course the capital question in the layman's mind is, "Why is this?" Well, he who can figure out what would happen at Fort William, Port Arthur and Montreal if the Transcontinental route was worked to its capacity has the answer to the layman's question. In discussion in the Railway Committee on June 27, 1940, it was revealed that there was applications before the Railway Commission for the abandoning of 501 miles of tracks. Thus the people between Hearst and Nakina were in wonderland as to their 144 miles of line being in the 501 miles of line to be torn up. Then J. A. Bradette, the member of Cochrane, appearing before the Railway Committee on July 16, 1940, said: "I refer to this fact be-

As I See It



by Elmore Philpott

Edmonton's Pops

EDMONTON—It was my lucky day when I landed in Edmonton for a brief stay. It gave me a chance to hear Edmonton's Pops Orchestra.

Not being a music critic, I would hesitate to express even a guess as to which Pops is Tops—how Edmonton's Pops concerts rate in expert ears in comparison with those in other great North American cities. But one thing strikes even a layman like myself:

Edmonton's Pops concerts are much more a product of the soil and people from which they spring than are those in most other cities I know.

That is, Edmonton is building up her music on a sounder and more solid basis than are some other Canadian big cities. They are working with what they have, right on the spot. And they are getting results which I believe will soon make all musical Canada sit up and take notice.

THEY HOLD their Pops concerts

at the Livestock Sales Pavilion. The hall itself is good for hearing, and I for one do not mind the tangy animal odor that is a reminder of the building's real function. However, as the CNR mainline to the east is just out of the long WHO WHO of the locomotive whistle might be an upsetting note to perfectionists.

Edmonton Pops people are not perfectionists. But they are going out better music than is sold in many big cities where foolish people with more money than good taste insist on Celebrities, and Big Names—preferably very, very Foreign.

The core and dynamic centre of Edmonton's Pops concert is Lee Hepner—a thirtyish RCAF war veteran who got most of his musical education through the Veterans' Affairs grants. He is tall, broad shouldered, rather fair, genial and unassuming—in fact I would say a typical ex-

ample of the best in young Alberta manhood.
He's smart, too—has just taken unto himself a lovely, also musical young bride, who was Patricia Rolston, from Vancouver.

Lee puts on no phoney showmanship when he conducts. To my just-plain-Canadian eyes and ears he seemed just about as competent as some of those with the biggest names, and with many more years of experience. I go out on a limb, right now, and prophesy big things for the Hepners.

I hear they are going off to Europe, maybe Austria, to get more musical experience—but I surely hope for not too long. For western Canada needs what such as Lee Pepper has to offer. And we have so few of our own, yet.

THE NIGHT I heard Edmonton's Pops another RCAF veteran, Bob McMullin, conducted two of his own competitions from Rocky Mountain Sketches. To me they seemed really good, not only for themselves—but for the clear promise they convey of future, better, more theme-ful creations from the same mind and heart.

A modest, almost demure young pianist, with lovely hair and willowy figure, Doreen Stanton, played the piano solo parts from Greig's concerto. She has technical perfection—plus that quality which it seems to me so many good pianists lack—and which I still call "soul."

The thing that struck me about Edmonton's Pops orchestra was as an agency for friendliness, not just musical harmony. You can see that the musicians in the orchestra would do just about anything for their conductor, Lee Hepner.

You can also feel the pride in and friendship for the Pops that the in-the-know Edmonton audiences have.

Frankly, I was surprised and just a little disappointed that there were some empty seats. I wondered "Can it be that the folks in Edmonton do not know just how good, and up and coming, this outfit is?"

Mass Rally For Toronto Children

TORONTO.—There will be a mass rally of school children on the occasion of the visit of Princess Elizabeth and Prince Philip to Toronto. Each child will be presented with a Union Jack to carry.

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