northern and central British Columbia.

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RUSTLING DAYS

MATURE, of course, is a quiet oreature, except when she stirs up thunderstorm or hurricane. The doings of the seasons are mostly silent ones. There is no commotion in spring when a lilac bush blossoms. And no one, not even an interested lawn mower, has ever heard grass grow. Butterflies and birds use their wings with considerably less noise than planes, deer get through a forest with not much more sound than a fox tracking a deer mouse, and when snow falls it is not at all in its descent like winter-defending coal going down a chute. Man, if he is lucky enough to be able to build a house these days, cannot do it without a certain racket of hammer and saw. But big, dome-like orange roofs of pumpkins have arisen as quietly as a Japanese beetle crawling on a cucumber vine.

However, nature, particularly in a time when she can be considered as resting on the fruits and leaves of her summer accomplishments, does have a slight break in her accustomed noiselessness. In September, before the silence of later frosts has fallen on field and bird, there is a brief period of what might be called "rustling days." The rustle comes with ripeness, with that serene

and wholesome withering which spreads over a landscape where the sun, yellow as pasture goldenrod, is as warm at midday as a summer not yet entirely mislaid.

ENCOURAGING FACTOR

ONE OF THE MOST encouraging V factors of late in the prospects for the development of traffic through the port of Prince Rupert is the increasing focus of attention by the people of southeastern Alaska upon this as their natural port of sea and rail connection. Southeasern Alaska newspapers are full of the subject these days, public bodies in Panhandle towns are discussing the possibilities and business interests themselves have been in communication with the railway company as . to its willingness and ability to accept traffic. Even under existing maritime regulations such as the Jones Act, such traffic can be readily handled in and out of Prince Rupert by American vessels and the Alaska people are, it is well known. ready to provide the ships-in fact are already doing so in a measure.

There should certainly be no lack of co-operation from this end in developing of such desirable traffic.

WANTS BETTER RADIO Editor, Daily News:

After reading in the Tuesday grams we are getting and have are very, very dull.

listeners that the people of to? Prince Rupert and district are Or maybe we shouldn't write.

I notice when the radio licence hunger strike. life of me I can't see what we are CFPR. paying for nine-tenths of the Many thanks, Mr. Editor, for

ANOTHER HOCKEY FAN.

of modern civilization."

WHO TO WRITE TO? Editor, Daily News:

letter written by someone calling says that many people looked ence. her or himself "Hockey Fan," I forward to the Saturday night have come to the conclusion it is hockey broadcasts. They do. time for the population of Prince Those broadcasts are different Rupert as a whole to voice their from anything else in radio tocomplaints not only about the day and the CBC's only claim side-tracked hockey game but to fame. The rest of their proalso about the bulk of the pro- grams-with a few exceptions-

been getting since the war fin- Now if CFPR could carry the ished. We got quite a number of games last year, why not this good programs then. Why not year? Maybe, as "Hockey Fan' suggested indirectly, writing let-As for the hockey game broad- ters would do the trick. OK. How east from Maple Leaf Gardens, many letters and who do we Toronto, I am of the same opin- write them to? I've got a strong ion as "Hockey Fan." Personally right arm. I'll write a hundred if and I am sure that goes for necessary. Once again, managemany more disappointed radio ment of CFPR, who do we write

fully entitled to an explanation. Maybe we should all go on a

comes due that the CBC doesn't | Speak up boys! You're among ask explanations if it is not paid. friends. You'll be among bosom It is a case of pay-up or take comrades if your can get those your medicine, although for the hockey broadcasts back on

the use of the space. DON GALLINGER.

In his book "History of Free- Richard Sephion, British Coldom of Thought," Professor J. B. umbia manager of the Mutual Bury wrote: "The establishment Life Assurance Co., who has of the liberty of thought and ex- been here for the past few days pression may be considered the on company business, is sailing most valuable accomplishment by the Prince Rupert tonight on his return to Vancouver.

WOULD BRIGHTEN

HASTINGS, Eng. (- British for social intercourse house-builders have much to learn about quality of construc-Orchids to "Hockey Fan," who- Minister of Town and Country special mains charged with edition of the Daily News the ever he is. He's right when he Planning, told a housing confer water at 1000 pounds per square

Builders had forgotten how BRITISH HOUSING to build for gaiety and pleasure. Towns too lacked opportunity

tion, and homes in this country MANCHESTER, Eng., (P)-The are often too drab in finish and city is cutting by 131/2 per cent general layout, Lewis Silkin, its rate for hydraulic power from



McClary

Mho's bucky!

Dext time you see a neighbor, or

one of the fellows who works with you on your job, tell yourself:

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20 YEARS AGO

October 24, 1926

and other members were S. E. a Canadian tour will be his bride Parker, Earl Barrie, Dr. F. P. and the vice-president in charge Kenny and G. W. Johnstone

A committee was established to Sir Henry Thornton, president of load grain at Prince Rupert, was investigate the possibility of Canadian National Railways, due to sail for San Pedro, Calibuilding a gymnasium in the would arrive in the city on Nov- fornia, to take on fuel. Her cargo

of operations.

Announcement was made that | The Aden Maru, first ship to



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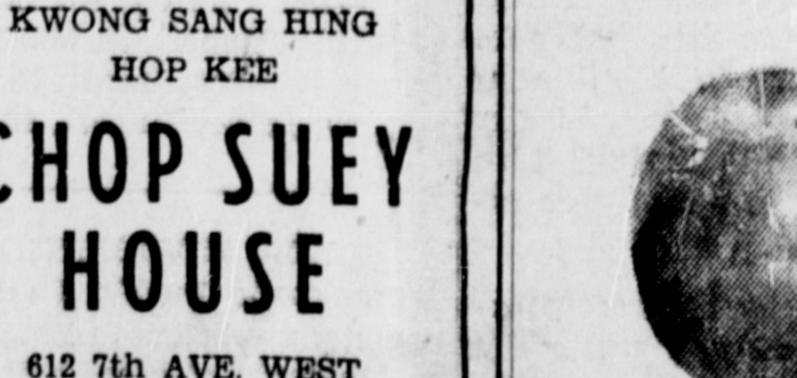
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