

MONEY TO CELEBRATE A CENTURY OF PEACE

British Committee to Make an
Appeal for Three Hundred
Thousand Dollars

London, Oct. 6.—An important step is to be taken, this week, by the British Committee for the celebration of the hundredth anniversary of peace among the English-speaking peoples. The committee is to make an appeal to the public for \$300,000, and the objects in view were explained yesterday by S. H. Perris, secretary of the committee who said:

"We are launching our appeal to carry out the British programme for the celebration. This programme as already used, includes: First, the erection of a memorial in Westminster Abbey of the centenary of peace; second, the purchase of Sulgrave Manor, Northamptonshire, the ancestral home of the Washington family, and its maintenance as a place of pilgrimage for American visitors to England as a symbol of the kinship of the two peoples, and, third, the foundation of a permanent chair of Anglo-American history, to be held in succession by a series of eminent British and American historians, together with an endowment scheme for annual prizes in elementary and secondary schools for essays on topics germane to the object of the celebration."

PREPARING FOR PANAMA

What Great World Ports Spend on Improvements.

Los Angeles is spending \$10,000,000 in getting ready for the opening of the Panama Canal.

San Francisco is spending \$9,000,000 in getting ready for the opening of the Panama Canal.

Seattle is spending \$20,000,000 in getting ready for the opening of the Panama Canal.

The same movement for preparedness obtains in the gulf ports. New Orleans is spending \$9,000,000 on one cotton warehouse alone now building on her publicly owned docks.

Port Austin, Texas, is spending \$2,000,000. Mobile and Galveston are pouring millions into harbor improvements, and other gulf ports are in the midst of similar great expenditures.

To say nothing of huge expenditures by ports of the United States along the Atlantic, Montreal, Toronto, St. Johns and Halifax are all making port and dock improvements that are measured in millions of money.

In Europe the same great game of millions is being played by London, Hamburg, Havre, Boulogne, Calais and Glasgow and in South America the ports of Brazil, Peru, Chile and Argentina are spending millions in betterments.

The New York Journal of Commerce estimates that before 1918 \$1,000,000,000 will be spent in harbor and dock improvements throughout the world. It is a sum more than one-half the value of all the gold coin in the United States, including the gold bullion in the national treasury.

TOWN PLANNING ETHICS

Not the Making of a City Beautiful in Spots.

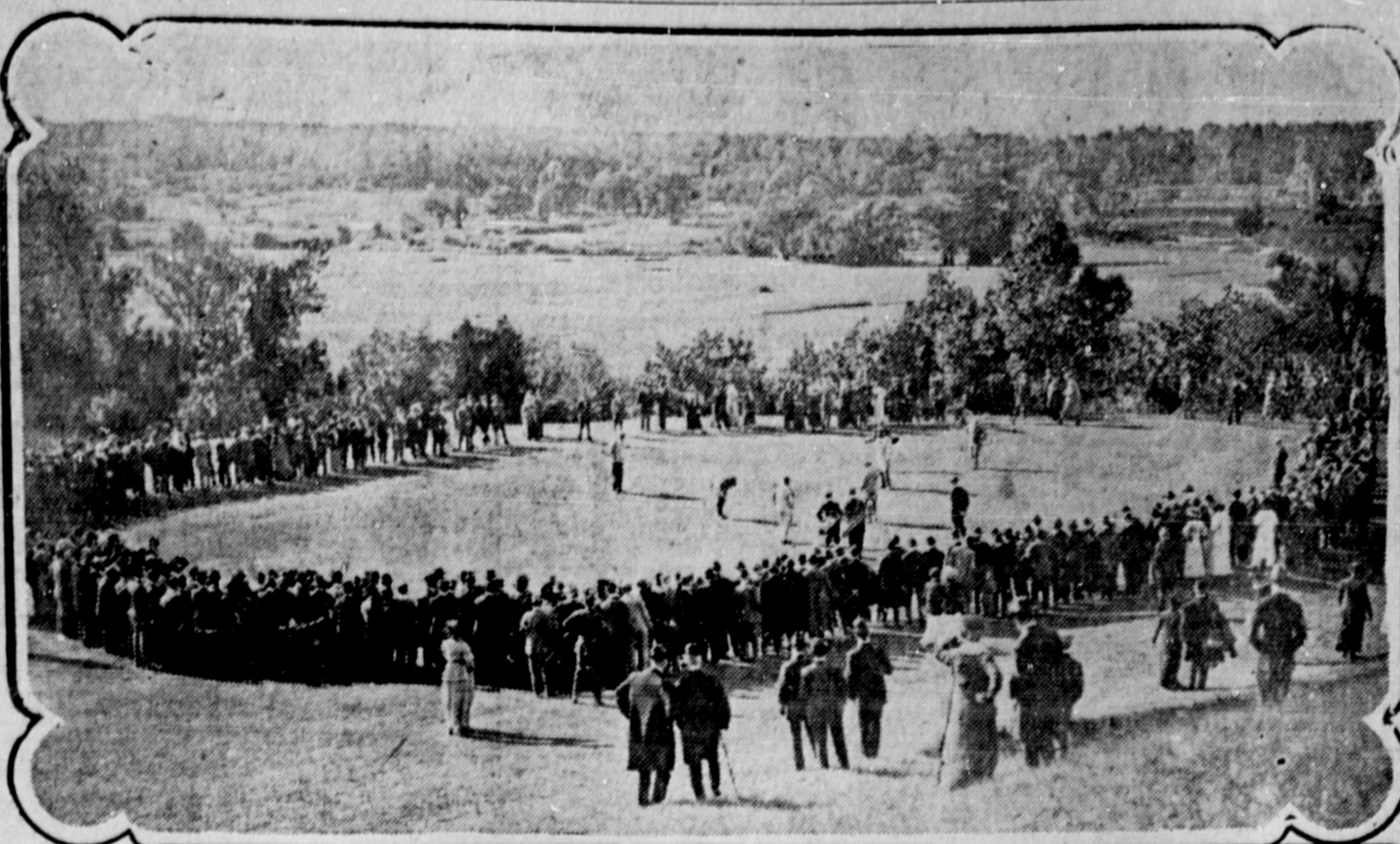
At the City Planning Conference in Chicago, Lawson Purdy, president of the department of taxes and assessments of New York City, spoke on the 7th of the great power New York City had over her own affairs, deprecating the lack of this in many other cities and criticized the inadequacy of building laws in most American cities, including his own. "We have allowed men," he said, "to use their land as seemed good to them, regardless of the effect of that use on the property of their neighbors and on the general welfare of the community. . . . Too long the idea of city planning has been the making of a city beautiful in spots. Real city planning is more. It is the developing of a city beautiful within and without—the making it an uplift to all who dwell therein."

Dr. Werner Hegemann of Berlin warned Americans in his address against exaggerating the success of German city planning, and suggested that longer and keener eyed visits to German towns might uncover defects. "Too often," he remarked, "a city wishes to beautify itself so that it may please its neighbors and visitors. This is not the proper spirit. A city should better itself so as to make more comfortable and happy its own residents."

Demers.

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HARRY VARDON



EDW RAY

THE MOST FAMOUS ENGLISH GOLFERS, HARRY VARDON AND EDWARD RAY.

The picture shows them playing at the Lambton golf links in Toronto, after their return from the United States tourney at Brookline.

FEDERAL DREDGE "SIR WILFRID" STILL RETAINS HONORED NAME

HON. ROBERT ROGERS SCARED OFF BY NEWSPAPER CRITICISM AND IN CONSEQUENCE AFRAID TO RE-CHRISTEN THE CRAFT.

Hamilton, Oct. 7.—Moored to a dingy wharf, near the works of the Oliver Plow Co., lies an innocent, hard working, useful old craft that in the past week has caused Hon. Robert Rogers, minister of the interior for the Dominion of Canada, to accuse of lying the "Grit press of the country," including the Canada Gazette, the medium whereby the government makes public official statements. The trouble was all over a name, the title of the good ship, which has grown grey in the service of the country. It was called the "Sir Wilfrid," and for years had been used to life the Conservative mud from the bottom of Toronto harbor and clear the channels of commerce.

Whatever the official process may have been, no overt act has yet been taken to rechristen the good ship "Sir Wilfrid," for it still reposes upon the placid surface of Burlington Bay, graced as of yore by the honorable white painted designation "Sir Wilfrid."

On September 11 the following notice appeared in the Can-

ada Gazette, which is "published by authority":

"Public notice is hereby given that, under the provisions of Section 27 of the Canada Shipping Act, the Minister of Marine and Fisheries has granted permission to change the name of the dredge 'Sir Wilfrid,' of the Port of Toronto, Ont., official number 112,186, to that of 'P. W. D. No. 117.'"

"(Sgd., A. JOHNSON, Deputy Minister of Marine and Fisheries.)"

"P. W. D." stands for "Department of Public Works."

A number of Liberal newspapers, commented on the fact of the change. The Hon. Robert Rogers admonished them of their error in the following terms: "The Grit press is apparently willing to go to the length of the publication of false and lying statements, for when they cry and attempt to justify their tears by the statement that I have put through an order in council changing the name 'Sir Wilfrid' on a dredge to P. W. D. No. 117, they publish a statement that is a deliberate lie and false in every particular."

FIFTEEN MILLIONS AN ACRE What London County Council Is Paying for Land.

There is one interesting factor in connection with the purchase of land by the London county council for the Mall improvement that has not been referred to in the present discussion on the subject. It will be remembered that the London, Liverpool & Globe Insurance Company have exercised an option on 461 1-2 square feet of land, for which they have paid £11,737.

This land is part of a plot of 588 square feet in extent which the council purchased from the same company in order to carry out the makeshift improvement just prior to the coronation, at the price of £20,500. So that for the 126 1-2 square feet which the London county council have retained they have paid at the rate of over £3,000,000 per acre.

And this is not all. Before the transaction the insurance company's land had a frontage of 36 feet only. The portion they have repurchased has a frontage of 95 feet, having been made a corner site.

Johnson Signs Contract.

Washington, D. C., Oct. 7.—Walter Johnson, who is leading all pitchers in the major leagues, today signed a contract with Manager Griffiths of the Washington team for the 1914 season. The salary is understood to be \$12,500.

Little Bobby was told to sweep the sidewalk, and while he was doing so a friend came along.

"Hello, Bobby," said the lady. "Is your mother in?"

"Sure, she's in," answered Bobby. "Do you think I'd be sweeping the sidewalk if she wasn't in?"

Robbie was in the habit of running errands for an old gentleman next door who never paid him except in effusive thanks. He had just returned from the third errand one morning and the old gentleman, patting him on the head, said:

"Robbie, I am much obliged to you. You're a fine little fellow. Thank you, my boy, thank you."

Robbie looked up in his face wistfully and apologetically said:

"Mr. Jones, you don't know how I wish I could thank you for something."

ODE TO RAILROADERS

Who Take the Reins to Do Their Own Financing.

If fifty men did all the work
And gave the price to five;
And let those five make all
the rules,
You'd say the fifty men were
fools,
Unfit to be alive.

And if you heard complaining
cries
From fifty brawny men;
Blaming the five for graft
and greed,
Injustice, cruelty indeed—
What would you call them
then?

Not by their own superior force
Do five on fifty live;
But by election and assent—
And privilege of govern-
ment—
Powers that the fifty give.

If fifty men are really fools—
And five have all the brains—
The five must rule as now
we find.

But if the fifty have the
mind—
Why don't they take the reins?

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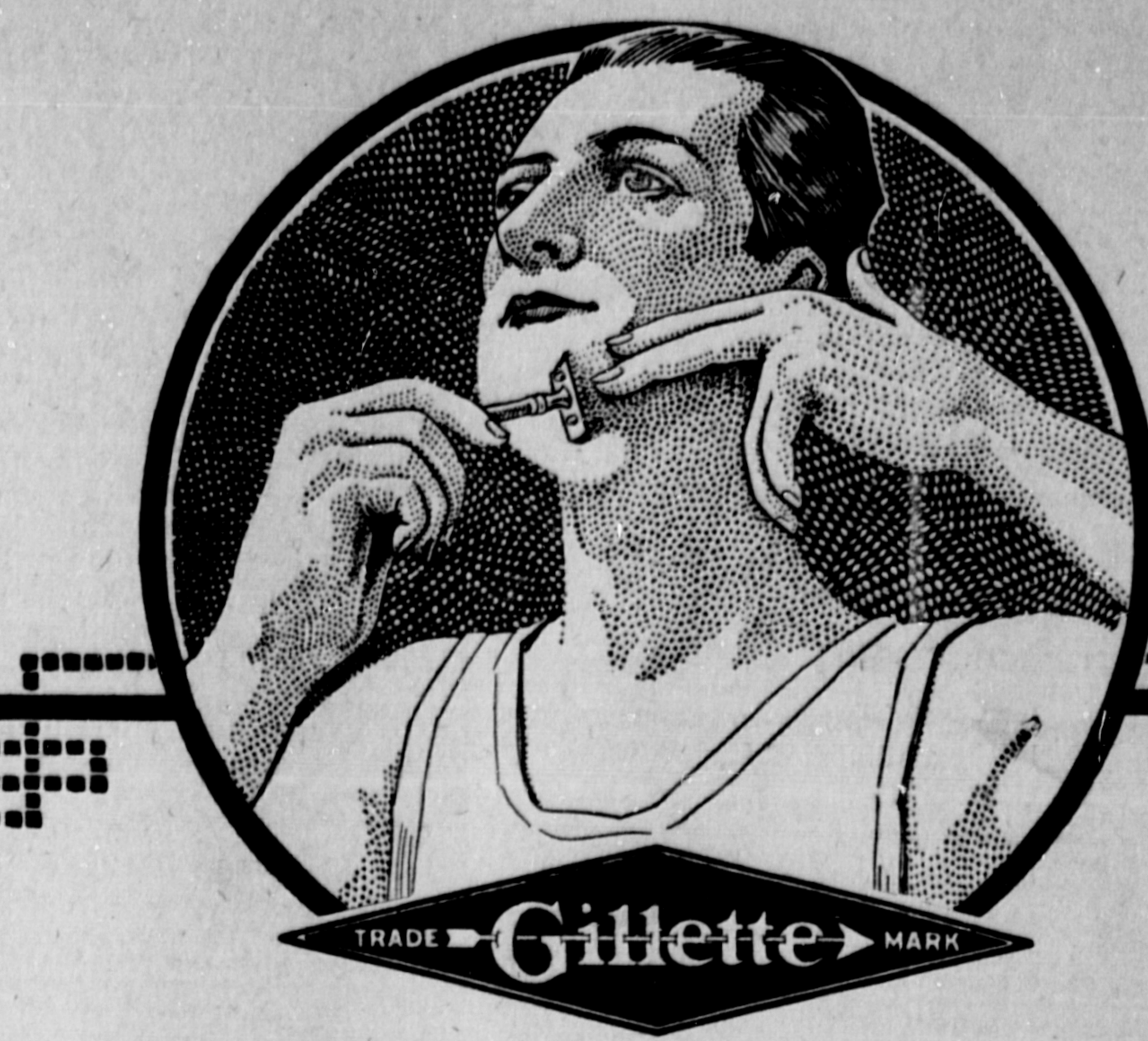
Why don't they take the reins?

Why don't they take the reins?

Why don't they take the reins?

Why don't they take the reins?

Why don't they take the reins?



The Ever-Present Gillette

Wherever you see men buying razors, in drug, jewelry or hardware stores—wherever you see men shaving, in club or Pullman, or home—there you will inevitably find the Gillette Safety Razor purchased and used.

It has won the approval, almost the affection, of busy men whose time it saves—of thrifty men whose cash it saves—of particular men who value a clean, smooth face—of average men who never could shave comfortably with any other razor.

That's why over six million men use the Gillette, and why you can buy Gillette Safety Razors and Blades at practically every good Hardware, Jewelry and Drug Store in this town.

Standard Gillette Sets cost \$5.00—Pocket Editions
\$5.00 to \$6.00—Combination Sets \$6.50 up. 6 double-
edged blades, 50c.—12 Blades (24 shaving edges),
in nickel-plated box, \$1.00.

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YOU HAVE HEARD OF THE FAMOUS Bulkley Valley

Which contains one of the largest and richest bodies of agricultural land in British Columbia.

You have heard of the tremendously rich Babine, Hudson Bay Mountain and Copper River mining districts.

The Grand Trunk Pacific is now operating trains from Prince Rupert to a point 304 miles east.

The trade centre and future city of this wonderful section is HUBERT—located in the very heart of the Bulkley Valley, and from where branch railroads must be built to open up the great surrounding country.

HUBERT is located three miles east of the old towns of Telkwa and Aldermere, both of which will move to the railway.

HUBERT is the recognized location for the future city, and has behind it the same organization that created and made Fort George famous.

WRITE TODAY FOR INFORMATION ABOUT THIS FUTURE CITY. MAPS, PLANS AND

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