

Rain Coats

are always in season, are always a subject of interest and you will find some very interesting Raincoat subjects in the new "Oiled Silk" line just in. These coats are remarkably light (weighing 23 ounces) very pliable, and absolutely waterproof. They have just recently been introduced in Canada, though worn in other parts of the world with great satisfaction for years. We have them in all sizes for men and can get them in a few days for the ladies who wish to order ahead.



Sloan & Company, Clothiers

SIXTH STREET

PHONE 297

DEMOCRACY IN ACTION

A Brief but Valuable Article by Francis Marshall Elliot

In 1902 the city of Los Angeles secured a charter embodying the Initiative, Referendum and Right of Recall.

Among the various measures submitted to popular vote under these provisions the following are of special interest:

Protecting Citizens' Lives

In 1907, the city council, having passed an ordinance compelling the street railway companies properly to equip their cars with efficient fenders, although

the mortality and accidents caused by the street cars of Los Angeles were far greater proportionally than those of any other city in the world, the people framed a tender ordinance, and went before the council with a petition sufficiently large to compel a special election.

The council, seeing that the people were determined to protect their lives, grudgingly passed the desired ordinance and the cars were promptly equipped with fenders, and these fenders in the two

years of their use have picked up two hundred people, practically unhurt, who would otherwise have been maimed for life or killed outright.

Franchises were Saved

In 1908, the city council, in defiance of a decision of the decision of the Supreme Court of the state and against the advice of the city attorney, and over the protest of a great number of voters, sold for \$500 a street railway franchise worth several hundred thousand dollars.

The people at once secured the necessary 7 per cent referendum petition to veto the action of the council and refer the matter to a decision of the voters at the next general election, which was held in December, 1909, and resulted in the overwhelming defeat of the proposed sale, the majority against it being more than 5,000 out of a total vote of 25,000. The cost of this action on the part of the people was exactly twenty dollars.

In 1908, the city council, at the behest of the street railway corporations, granted a franchise to the agents of these companies which was known as the "River Bed Franchise." This franchise was exceedingly valuable, worth at granting at the least calculation a million dollars, as it controlled the only right of way for ingress and egress to the city for competing lines of railroad, thus assuring present corporations an absolute monopoly of transportation within the city for all time to come.

The franchise was granted without debate and without notice to the public, in the hope of catching the people napping. But knowledge of its secret passage soon spread abroad and aroused the most intense excitement.

Not only was a referendum petition at once inaugurated, but the irate constituents of the recalcitrant council commenced the circulation of Recall petitions for every member of that body.

At once the council became alarmed and as swiftly as they had enacted the ordinance, they shamefacedly repealed it, and thus saved their political lives by the very narrowest of margins.

Result, a saving to the city of at least a million dollars, and what was of vastly more significance was the lesson to the council that they were the servants and not the masters of the people.

In 1909, the city council passed an ordinance permitting the telephone companies to raise their rates to their patrons in the city. At once the people invoked the Referendum and at the general election in December, 1909, the ordinance was defeated by a large majority of the popular vote.

S. A. CITADEL WAS PACKED TO DOORS

Ensign Johnstone and His Helpers Have Scored Another

With the brightly lighted hall in the Citadel packed to the doors the Salvation Army concert last night was another splendid success. The long and pleasantly varied programme of songs, recitations and instrumental music went through in swinging style, and the encouraging personality of Ensign Johnstone pervaded the whole of his own staff and all his willing assistants. It overflowed to the audience also and everyone enjoyed the concert up to the limit.

Very effective indeed were the four different picturesque varieties of drill performed by Lieutenant Wright's pupils. Sash Drill, Flag Drill, Dumb-bell, and Indian Club Drill exhibitions were all cleverly carried out, and very much appreciated. Lieutenant Wright, herself a graceful exponent of the pretty exercises she teaches the children, deserves great credit for her training of them.

Mayor Manson presided over the gathering, and the presence of Miss E. A. Froud as accompanist was much appreciated both by the audience and those taking part in the programme.

A Strange Death

Boy Was Frozen to Death in a Car of Oranges

Pasadena, Cal., May 20.—Fred Peck, son of William Peck of Marcellus, N. Y., was taken out of an ice car of oranges at Canadian, Texas, with his hands and feet so badly frozen that he will die, according to word received here today by relatives. Peck had been visiting an aunt in Pasadena and told a friend that he was going to steal a ride home in a refrigerator car.

INSERT YOUR LAND PURCHASE NOTICES IN THE NEWS

A BROKEN NECK IS NO HINDRANCE

Walter E. Duryea Lived Twelve Years and Made a Fortune

New York, May 20.—Walter E. Duryea, who lived almost a dozen years with a broken neck, is dead at his home here today in his 44th year. Duryea broke his neck in August, 1899, by jumping at the Casino at Glencove, landing in the sand on his head in three feet of water.

After spending ten months in a hospital Duryea recovered his faculties to such an extent that by shrewd investment he increased about \$800,000 which he inherited from his father to \$2,500,000.

DYNAMITE DAINTY WEAR

Prince Rupert Girls May Perhaps Explode

DETONATING RIBBONS

Better Call "Fire" When a Pretty Girl Passes and When She Has Passed Sing Out "All Over."

Prince Rupert girls who dread being hurt by a blast fired in the street-grading, and who go cautiously accordingly, may be the unsuspecting wearers of gun cotton ribbons and explosive waists liable to blow up at any moment, is a startling possibility just brought to light. Nor is the masculine sex immune from the danger since socks and ties may likewise be articles of destruction. This unsuspected condition of affairs has been discovered through a protest recently filed against the manufacture of artificial silk from cellulose, in which it appears that there is a possibility that almost any article of wearing apparel made to imitate real silk may actually be explosive. There are several processes by which it appears according to the protest by which artificial silk is produced from cellulose.

LAND PURCHASE NOTICE

Stikine Land District—District of Cassiar. Take notice that Christian A. Tervo of Stikine, B. C., occupation customs officer, intends to apply for permission to purchase the following described land: Commencing at a post planted about three-quarters of a mile north east from Glacier Ledge and on the east bank of Stikine River and on the south side of the mouth of a little creek, thence east 40 chains, thence north 40 chains, thence west 40 chains, thence south 40 chains to point of commencement and containing 160 acres more or less. Dated Feb. 10, 1911. CHRISTIAN A. TERVO. Pub. April 7.

Skeena Land District—District of Queen Charlotte Islands. Take notice that J. H. Murphy of Vancouver, B. C., occupation commercial traveller, intends to apply for permission to purchase the following described land: Commencing at a post planted about seven miles west and one mile south from the mouth of Stanley Creek, Naden Harbor, thence north 80 chains, thence west 40 chains, thence south 80 chains, thence east 40 chains. Dated March 17, 1911. J. H. MURPHY. Numa Demers, Agent. Pub. April 22.

Skeena Land District—District of Cassiar. Take notice that J. Mary Carin of Stewart, B. C., occupation married woman, intends to apply for permission to purchase the following described land: Commencing at a post planted two (2) miles south and (2) two miles west of the forks of the White and Flat rivers, thence 80 chains north, thence 80 chains west, thence 80 chains south, thence 80 chains east. Dated April 20, 1911. MARY CARIN. Francis S. Preston, Agent. Pub. May 13.

Skeena Land District—District of Cassiar. Take notice that I. John Unwin of Prince Rupert, B. C., occupation laborer, intends to apply for permission to purchase the following described land: Commencing at a post planted about (2) two miles south of the forks of the White and Flat rivers, thence south 80 chains, thence east 80 chains, thence north 80 chains, thence west 80 chains. Dated April 13, 1911. JOHN UNWIN. Francis S. Preston, Agent. Pub. May 13.

Skeena Land District—District of Cassiar. Take notice that I. Alfred Berrymann Williams of Prince Rupert, B. C., occupation merchant, intends to apply for permission to purchase the following described land: Commencing at a post planted about (2) two miles south of the forks of the White and Flat rivers, thence 80 chains south, thence 80 chains west, thence 80 chains north, thence 80 chains east. Dated April 18, 1911. ALFRED BERRYMAN WILLIAMS. Francis S. Preston, Agent. Pub. May 13.

Skeena Land District—District of Cassiar. Take notice that I. Isaac O'Brien Forbes of Prince Rupert, B. C., occupation carpenter, intends to apply for permission to purchase the following described land: Commencing at a post planted about five miles south and one mile west of the forks of the White and Flat rivers, thence north 80 chains, thence west 80 chains, thence south 80 chains, thence east 80 chains. Dated April 18, 1911. ISAAC O'BRIEN FORBES. Francis S. Preston, Agent. Pub. May 13.

Skeena Land District—District of Coast Range 5. Take notice that I. Fred Garton, of Prince Rupert, B.C., occupation farmer, intends to apply for permission to purchase the following described lands: Commencing at a post planted at the north east corner of surveyed lot 1937, Range 5, Coast district, thence north 60 chains, thence east 60 chains, thence west 28 chains, thence south 60 chains, thence east 28 chains to the point of commencement. Dated February 25th, 1911. FRED GARTON. First insertion Mar. 11.

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Grand Trunk Pacific Railway Townsites

Do a Little Thinking for Yourself

Buy in New Towns and Make Money

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Wainwright

Wainwright is one of the Divisional Points on the Grand Trunk Pacific Railway, and had its first boom last year when the steel of the main line of the Transcontinental reached there. It is grown and is still growing not only because it is a town in which the railway is directly interested, but also for the reason that, like Ellison on the Skeena, it is a point where navigation meets steel rails. There are still chances of getting in on Wainwright or on one of its additions, at a very low figure, and easy terms of payment.

MAKE APPLICATION for LOTS IN ANY OF THE ABOVE TOWNS TO EITHER

Watrous

WATROUS, which is the Terminus of the branch line of the Grand Trunk Pacific and the next place of importance to Saskatoon, in the centre of a rich prairie country and is also growing in fame as a health resort. Little Manitou Lake is at Watrous, and the healing power of this water is the wonder of modern medical science. As it is the only great medicinal mineral lake in the Dominion, the railway is bound to make it famous. There is still a chance of planting a few dollars in this townsite, and their rapid growth and crop is bound to be interesting.

LAND COMMISSIONER, GRAND TRUNK PACIFIC RAILWAY COMPANY, WINNIPEG, MANITOBA, OR
JEREMIAH H. KUGLER, Prince Rupert, B.C.

Melville

MELVILLE resembles Chicago in "sitting at the gates of trade." The junction point of railways so important as the Grand Trunk Pacific and Hudson Bay railways must, in the natural course of events, become an important city. Now is the time to buy. The prices for choice lots are extremely low and the possibilities for profit practically unlimited. The purpose of the Grand Trunk Pacific in offering these lots so low is to encourage the upbuilding of Melville, and thus create a market for its superb transportation facilities.

Rivers

RIVERS is a divisional point between Melville and Winnipeg, and it also has hopes of having branch connections, one to join the Great Northern at Brandon, and the other to Regina. The Grand Trunk Pacific purchased a large townsite here with the prophetic belief that from its geographical position as the centre of a great wheat growing district, a large city would naturally grow up at this point. And to encourage this growth the railway company is offering lots at low prices and very liberal terms of payment. Better call and see us about Rivers.

Biggar

BIGGAR is one of the divisional points on the Grand Trunk Pacific, and in the company's yards there already seven miles of trackage has been laid and is in use. The site is between Watrous and Wainwright, and the town is named after W. H. Biggar, general solicitor of the Grand Trunk Pacific. It is not only on the main line of the great transcontinental railway, but it also is the junction of the branch lines of that railway to Battleford and to Calgary and the Winnipeg-Edmonton branch of the Canadian Pacific runs through the townsite. Within the last few days we have made several remittances on account of lots purchased in Biggar.

Ellison

ELLISON needs little to be said of it to Prince Rupert people for the reason that since navigation on the Skeena opened a number of people have gone there by boat from Prince Rupert to first look into the whole situation before investing. What they say of this river port and probabilities of its becoming a great railway city is the best kind of advertising for local readers. Those who desire to invest can do so through the Land Commissioner of the Railway direct, through A. W. Bridgman, the company's agent for Ellison in Victoria, or through J. H. Kugler of this city.

Make all checks and remittances payable to G. U. Ryley, Land Commissioner of Grand Trunk Pacific Railway

ELLISON -- ROGERS' ADDITION -- SEALEY

Every Railway Town is a Money Maker. Think of the unearned increment attaching to present dots on the route of the Great Transcontinental Railway that you know are bound to become, in the next few years and under ordinary rules of Commercial Development, populous, bustling cities. The railway does it. TRANSPORTATION FACILITIES RAPIDLY INCREASE POPULATION. POPULATION RAPIDLY INCREASES VALUES OF REALTY. Before the railway trunk highways and navigable waterways decided the sites and were the builders of the great centres of commerce and industry. The latter is still a mighty factor, and wherever navigable waters meet the steel highway THERE IS BOUND TO BE AN IMPORTANT CITY. This established fact is what makes ELLISON AND SEALEY TOWNSITES so important from the investment standpoint. It must be remembered that Ellison is the railway townsite in British Columbia in which the Grand Trunk Pacific Railway Company is directly interested and is a joint owner. Sealey is situated on the Skeena River and is a townsite within a townsite. On its three sides the lots of Ellison

"Ask Uncle Jerry"

are divided from those of Sealey simply by the width of the streets; its fourth side is the waterfront. Sealey has already the nucleus of a business centre. The shops and supply warehouses of the great railway contractors, Messrs. Foley, Welch & Stewart are situated at this point, and it is the river port of the company's steamers. A lusty payroll is a mighty factor in the building of a city. In a direct line from Sealey through the heart of Ellison, and only seven blocks from the site of the railway station and the great freight yards, is ROGERS' ADDITION TO ELLISON. Its slight and gently sloping elevation makes it ideal for the residential section of the City and Port of Ellison. Investors have, therefore, a choice. Lots in Ellison are \$250 for inside, and \$350 for corners. Sealey lots run from \$200 to \$375 according to location. Rogers' Addition lots are \$150 for inside, and \$250 for corners, with liberal terms of payment. A lot in any Grand Trunk City cannot fail to be a safe speculation or a profitable permanent investment.

For Lots in Rogers' Addition to Ellison or Lots in Sealey, address: JEREMIAH H. KUGLER, "Uncle Jerry," Prince Rupert, B.C.