

Ed Echols Sets a Low Mark in Roping

LADIES' RELAY RACE
Bertha Blanchett, Arizona, 234-5
Mrs. McKenzie, Crossfield, Second.
Miss Fanny S. Perry, Montana, Third.
Time 5:36.
COWBOY'S RELAY RACE
Jimmy Mitchell, Medicine Hat, First.
Janson Stanley, Los Angeles, Second.
Dug Wilson, Claresholm, Third.
Time 4:18-5.
INDIAN RACES
R. Hoopenough, First.
B. Cowport, Second.
Sittingdown, Third.
ROPING CONTEST
C. H. Wilson, Oklahoma, 1:19.
W. H. Hale, Okla., No Time.
W. Burton, Okla., No Time.
R. Triplett, Alberta, Did not rope.
Clay McGanchey, New Mexico, 1:05.
Ray Overlease, Okla., No Time.
Henry Grammer, Okla., No Time.
O. K. Lawrence, Okla., 1:22.
Ed. McCarthy, Wyoming, Steer got away.
Art Burton, Alberta, 42-2-5.

Joe Hardner, Texas, 1:15-2-4.
Ed. Echols, Arizona, 234-5.
Dell Blanchett, Arizona, 1:46-2-5.
Ray Knight, Alberta, No Time.
Nip Vanu, Okla., No Time.
W. S. Bonnell, Okla., 1:19.
Will McBride, Arizona, No Time.
Alf Vivian, Texas, 55-2-5.
John Glenn, Arizona, 1:59.
Bert Weir, New Mexico, 1:27.
Mike Hermann, Alberta, 1:51-2-5.
Art Accord, Oregon, Did not rope.
Ad. Bradshaw, Okla., No Time.
Frank Bojorquay, Mexico, 1:35-1-5.
Harry Tipton, Colorado, Did not rope.
George Webster, Alberta, 1:39.
Chas. Vesper, Texas, 1:30-2-5.
Joe Bartles, Okla., No Time.
Estevan Clemente, New Mexico, No Time.
W. Shanley, Alberta, Did not rope.
Ed Carr, South Dakota, Did not rope.
Geo. Armstrong, Alberta, No Time.
D. Young, Washington, Did not rope.
Doc Pardee, Okla., 1:05.

J. Mullen, New Mexico, 1:10-2-5.
Bob Alderice, Alberta, No Time.
Clem Gardner, Calgary, 50.
C. L. Richardson, Alberta, 1:30.
Geo. Weir, New Mexico, 1:13.
Miss Lucille Muhl, Exhibition Roping.
COWGIRLS' BUCKING CONTEST
Annie Sperry, Mitchell, Turkey Trot Bay.
Miss Shaefer, Texas, Tip.
Goldie St. Clair, Okla., Maple Creek Trot.
Bertha Blanchett, Arizona, Two Bars and Half.
Hazel Walker, Los Angeles, Rooster.
Blanche McGanechy, Okla., Buckskin No. 5.
COWBOYS' BARREBACK
Ben Leader, Old Mexico, Dish Rag.
Al McLeod, Winnipeg, Snore Again.
T. Henderson, Wyoming, Gilly Tom Threepersons, Blood Reserve, Speckled Face.
H. McGill, Moose Jaw, White Hope.
Dell Blanchett, Phoenix, Big Enough.

There are still twelve men left who have yet to rope their third steer before the finals can be decided upon.
Bucking Contests.
In the bucking contest there were fifty-four entries. These were divided into groups of eighteen for the first three days. There are yet fifteen men to ride before the judges will pick six of the best fifty-four riders. These six men will be allowed to pick and ride as many horses as the judge shall decide, and the winner will be entitled to the world's championship.
Steer Bulldozing.
In the steer bulldozing contest there are twelve entries and the winner has considerably handicapped this competition. So far only three of the twelve have competed, with Tipton leading, doing it in eighteen Big Bear. The other nine will not be allowed to take part until the track is in better condition.
In the barback there were fifteen entries. Five were allowed to compete each day. The finals for these will be decided at noon today. A start will be made at nine o'clock this morning, for the purpose of catching up on the program, and if conditions are satisfactory the management expects to have everything in shape so that the finals can be decided this afternoon.

LONDON JOURNALIST HERE FOR THE STAMPEDE

Howard Angus Kennedy of The London Times, With His Family, is in Calgary

Mr. Howard Angus Kennedy, the well-known London journalist, is in Calgary with his wife and daughter for the Stampede, and will be present at the reception to the Governor-General today. Mr. Kennedy may be considered an old-timer in the Canadian west, for in 1885 he accompanied, as war correspondent, the troops who relieved Battleford, fought the Indians on Cutknife Hill, and chased Big Bear to Beaver River. For twenty years and more he has been a member of The Times staff and one of the leading authorities in England on Canadian affairs. It was he who planned and edited the "Story of the Empire" series which has done much to spread in this country a better knowledge of colonial conditions and history. He is himself the author of "The Story of Canada" in that series. He also wrote "New Canada and the New Canadians," a book arising from one of his many journeys of investigation over here, his tour of the west in 1905, when he witnessed the elevation of Alberta and Saskatchewan into self-governing provinces. In his "New World Friday Book" he has embodied and transformed many of the ancient legends of our Indian tribes. Mr. Kennedy's son, Mr. R. S. Kennedy, B.S.A., a graduate of the Macdonald College and McGill University, is assistant superintendent of the Dominion government's experimental farm at Lacombe.

Alderman Glinnan Arraigned.
Detroit, Sept. 4.—Alderman Thomas Glinnan, president of the common council, and Alderman Louis Tossy, recently bound over to the recorder's court to stand trial on charges of bribery, were arraigned today. Each furnished bail and the trial dates will be set later.
Sixty Die From Fire Damp.
Lena, France, Sept. 4.—It is officially announced today that the total deaths from the explosion of fire damp yesterday in the Clarence Pit, near Bruay, number sixty. These include several miners who died after being brought to the surface.

Mob Threatens Driver.
Cleveland, Ohio, Sept. 4.—Eight, rather than the slight injuries she suffered, brought on the death of an unidentified woman, about 48 years old, who was run down by a mob today. The body lies at a morgue awaiting identification. A mob that gathered, threatened the driver of the wagon. He escaped through the intervention of the police.

Broker is Dead.
Toronto, Sept. 4.—E. Strachan Cox, a well known member of the Standard Stock Exchange, died this morning after a long illness. He suffered a paralytic stroke three years ago. He was the eldest son of Rev. R. Gregory Cox, and was born in 1849. He leaves one daughter, Evelyn. He was a member of the Toronto club, the Jockey club and the Albany club.

OBITUARY
COOPER.—Elizabeth Marie Cooper died yesterday at her home, 2415 Fifteenth avenue west. The funeral will be held this morning at 10 o'clock from her home, where services will be held. Burial will take place in the Union cemetery under the direction of Undertakers Harrison & Foster.

McROBERT.—Alice Mitchell McRobert, age 35 years, died at the General hospital. The remains will be shipped this evening to Chippewa Falls, Wisconsin, where the burial will take place. Undertakers, Harrison & Foster.

LEE.—The funeral of James Lee was held yesterday afternoon at three o'clock from the parlors of Harrison & Foster, 230 Twelfth avenue west, and burial took place in St. Mary's cemetery under the direction of Undertaker John A. Finnean.

SULLIVAN.—All that was mortal of the late Jeremiah Sullivan was tenderly committed to the final resting place in St. Mary's cemetery yesterday morning in the presence of a large concourse of relatives and friends. The funeral proceeded from the funeral parlors of Harrison & Foster, 230 Twelfth avenue west, to the Church of the Sacred Heart, where at 8:30 o'clock a requiem high mass was sung by the pastor, Rev. Father Nassen, O.M.I. The choir, under the direction of Rev. Father Nassen, O.M.I., rendered the Georgian chant, after which the funeral cortege wended its way to St. Mary's cemetery, where the remains were lowered to their final resting place in the family plot under the direction of Undertaker John A. Finnean.

McINTOSH.—The remains of the late Robert G. McIntosh, the unfortunate policeman of the C.P.R., were removed to the funeral parlors of Harrison & Foster, 230 Twelfth avenue west.

CALGARY IN BRIEF

Donald Dowle, B. C. L., special commissioner of the News-Advertiser of Vancouver, is in the city.

L. M. Wheatley and A. D. Aitken leave this morning for San Francisco. They will return in about three weeks. With regard to the ceremony of the Samuel Walker, J. P. of Burton City, B. C., is a Stampede visitor. Mr. Walker has been in British Columbia since 1886, and is glad of it. He says the fruit crop of his section will be the largest ever grown.

Colonel Gaskin, the Salvation Army's chief secretary for the west, will visit Calgary Friday next, 6th inst. The Colonel, who is an earnest and forceful speaker, will give an interesting address at the Salvation Army auditorium. Miss Gaskin, who accompanies the Colonel, will give some musical selections, and the silver band will be in attendance.

presentation of certificates by His Excellency the Governor General, Mr. Mackay, honorary representative of the Associated Board of Royal Academies and Royal College of Music, will be clearly understood that owing to the site selected (a most advantageous one for the distinction of the students and the credit of the city) it is out of the question to have any intimations to attend have been sent by him to all teachers and students, and the order of procedure (which in the case of Royal presentations is regulated strictly by precedent) is as arranged by the Board at the request, or with the approval, of His Royal Highness the Duke of Connaught. Dr. Mackay hopes that in the spacious environs of the City Hall it will be possible for the presentation of the successful students and all interested in music to be able to witness the ceremony, which takes place on the elevated platform in front of the presentation of the civic address on the previous day.

The first 1912 carload of wheat came to Calgary yesterday. It was grown by R. G. McDonald, of the Macleod district and was of excellent quality. It was purchased by the Western Milling Company through Richardson & Son, and will be made into Rising Sun flour.

TO CREATE PERFECT MAN WOULD ELIMINATE LOVE

San Francisco, Sept. 4.—In an authorized interview here today, President David Starr Jordan, of Stanford University, expanded his recent address in Salt Lake on the possibilities of eugenics, or "Burbanking the human race."
"I used the phrase 'Burbanking the race,'" he said today, "to show that, although systematic, scientific selection of mates could be made to produce great physical strength, beauty, endurance and even mental power, those very persons who might be thus effectively mated would never submit to state dictation."
"If they would they must in time eliminate the most vital elements in human evolution—love and initiative. Love is the best basis for marriage and love is a very real and noble thing in spite of the baseness of its many imitations."
The kind of eugenic study is in the diffusion of sound ideas of life and parenthood. Government cannot do something by refusing parenthood to those who cannot care for themselves because of feeble-mindedness, disease and vice, but legislation must be undertaken very cautiously, giving the individual the benefit of all doubt."

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CARS RUN AWAY WHEN BRAKES FAIL TO HOLD

(Continued from page 1)

Miller said he could see the motorman trying desperately to hold the cars and knew he had reversed the power from the sparks and smoke flying from the motors.
Mr. Ben Lewin, the English character impersonator, who opened in the Orpheum circuit tonight at the Sherman Grand, was a passenger in the forward car. Mr. Lewin said that the cars were running fully 20 or 22 miles an hour when they neared the bottom of the hill.
"The brakes wouldn't hold the load; that's all there was to it," said Mr. Lewin.
J. A. Smith, another passenger, also corroborated Mr. Lewin's statement about the speed.

Superintendent McCauley, of the street railway, said that the cars were due to overcrowding of the cars. "The conductors simply couldn't fight the crowd off," declared Superintendent McCauley. "They crowded in until the cars were too overloaded for the brakes to hold."

Mr. Lewin said that he also was on the same cars in the morning when they got away and ran backward down the hill.
"We had trouble going up this same hill," said Mr. Lewin. "The car got some distance up and began slipping back. The brakes wouldn't hold it, and it went to the bottom of the hill and had to start up again before it could make the top of the hill. We thought sure we were going to hit the other cars standing in the siding, but turned in on the switch."

The trailers used are ordinary flat work cars which have had a temporary wooden siding built around them with longitudinal bench seats. They have been pressed into service during Stampede week because of the extraordinary crowds which the ordinary equipment of the system is unable to handle.

Third Accident Half an Hour Later.
The third accident of the day on the same line occurred about 1:30 p.m., half an hour after the smashup beyond Victoria bridge. A car loaded with persons who had been picked up at the scene of the accident was backed toward the city across Victoria bridge. Just at the car's barn, another car was standing on the same track, the motorman and conductor having left it for a moment. Before the speed of the backing car could be checked it crashed into the standing one. The shaking up caused a small panic among the passengers, but beyond the crumpling up of the car's fenders, no damage was done. The motorman explained that he could not see ahead from where he stood, and the conductor said he noticed the car standing on the line a few moments before they struck, but the crowd of passengers was so great that he was unable to reach the bell-cord in the press in time to signal the

motorman to stop until the cars were almost together.

No Brakes on Trailers.
Examination of the cars involved in the accident seems to show that the whole trouble was caused by the fact that the work cars, used as trailers, behind the small single truck trolley cars, are not provided with air brakes. They were never intended for passenger traffic, and were only pressed into use for emergency. With a full load on the single truck trolley cars, braking capacity is pretty well taxed, and when the trailer with a heavy load of humanity is coupled on behind, the load cannot be managed on a safe grade with the brakes on the single truck trolley cars alone.

Conductors on the cars which were leased from the Municipal railway by the promoters of the Bayley-Allen fight battled with many complaints of patrons who were called upon to pay 25 cents to ride from Victoria park to the end of the line and 25 cents back again. Eight of the cars were leased by the fight promoters, while the two regular cars on the Manchester line also made their regular trips during the day, charging the schedule fare of five cents each way. The difference in fares caused confusion and many protests.

Conductors Are Abused.
On one occasion, a leased car and trailer were standing at Victoria Park and passengers who climbed aboard paid the 25 cents. A regular car, loaded to capacity, came up behind the

leased cars, and the leased cars were backed in on Seventeenth avenue, while the regular car passed on out on the Manchester line and stopped. The passengers were then transferred from the leased car to the regular car. When they found they had to stand up after having paid their 25 cents, while the passengers who had only paid five cents had seats, the air was sulphurous and the conductors were roundly abused. When the regular cars started in the morning, the conductors also were under the impression that they were to charge 25 cents, and many complaints were registered until street railway inspectors straightened the matter out.

"We leased the cars to the fight promoters," said Superintendent McCauley of the street railway, "in the same manner that we lease them to a Sunday school or any other organization under the city bylaw that provides for leasing cars at \$6 an hour. After we have leased the cars, the persons who get them must pay the charges what they please. The schedule fare was charged on the regular cars, which operated all day as usual. Probably, the complaints were made because Mr. Burns was the man who leased the cars, but we have no more right to deny him the privilege of leasing them than any other person or organization."

Mr. McCauley said that it was a regular practice to lease cars for various events, and that in a number of instances, a higher fare had been charged on the leased cars than on the regular cars."

HOUSE FOR SALE

In Mission, No. 119 Twenty-Fourth Ave. W., new, 7 rooms, fully modern, separate bath and toilet, gas, electric light, good electric fixtures, stationary tubs in cellar, Meica furnace, den with fireplace, nicely decorated throughout. A very complete home. Price \$5200; about \$1500 cash. Apply to

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