



TWENTY-FIVE CENTS A MONTH—12 PAGES

CALGARY, MONDAY, SEPTEMBER 2, 1912

ELEVENTH YEAR—No. 157

# Largest Crowd in City's History Pouring Into Calgary to Attend Greatest of all Wild West Shows

Every Train Reaching C. P. R. Depot for the Last Forty-Eight Hours Brings Additional Hosts From All Parts of Country; Scenes of Barbic Splendor Await the Throng

Outlaw Horses and Texas Longhorns Fret in Corrals Waiting for Swish of Quirt and Lariat; Tribes of Gaudily Bedecked Indians Add Touch of Color and Realism to Stampede

At one o'clock this afternoon Calgary will lay aside the cares of everyday life and plunge into a week of stirring, thrilling, invigorating entertainment. With it will be anywhere from 25,000 to 50,000 visitors from every point of the compass, drawn to the city by what will go down in history as one of the greatest gatherings of experts of the rope and saddle that the age has produced. Like the visitors who will watch these men and women exemplify the traditions of the great untracked west of the days gone by, they will have been gathered from every portion of the American continent. Each has the prestige of his her immediate locality to uphold and that they will uphold it to the risk of life and limb is vouchsafed in the calibre of the material upon which the Stampede management has drawn to stage the great spectacular entertainment.

## The Worship of Heroes

Since the creation of man the world has worshipped heroes. Civilization has not so inoculated the stock but that it relishes things barbaric. When these are blended with skill calling for the highest of mental development along certain lines, and shorn of the brutality that characterized earlier efforts to satiate man's appetite for excitement, it offers something that puts to rout the gladiatorial contests in the arenas of Rome, the tilting of the knights of old, and the pastimes of ancient Greece.

This is what Mr. H. C. McDowell with his aids has staged for Calgary and its guests. It is woven from historical fabric, and the settings are those that encompassed the lives of the men and women who with axe and gun hewed an empire from the great old west and planted the standards of civilization that have brought so much to a favored land.

The contestants in the Stampede might be likened to the gladiators of old. They have conferred the arena and called for a worthy foe. That they will find it is shown in the corral filled with strong, sleek animals that have as yet refused to bow to the will of man.

As if in a day, the chasm that yawned between the past and present has been bridged and transposed to the midst of civilization are all the accessories of the fast disappearing age.

A city in a night has been transformed into a place of light and color of national color during the day.

From every point reached by the modern railway, the hosts are arriving and will continue to arrive for several days, the outgoing throng being supplanted by others who are coming to see.

Men of affairs have laid aside business, politics and professions to take in the Stampede, and when the bugle blows announces the first number of the programme, partizan will rub elbows with plebeian and social lines will be obliterated in the wave of primitive aggressiveness that will sweep the half-mile of bleachers and reserved seats.

Crowds are Arriving.—The Canadian Pacific will handle more people into Calgary today than it has ever handled in one day before. The officials of the company declared the officials of the company.

From the north, east, south and west, the visitors to the Stampede are pouring into Calgary, coming from every nook and cranny of the province, and from every point of Canada and the United States. The advertising campaign of the Stampede management and the railway itself has had a marvellous effect upon traffic, parties from Europe, from far points of the States, who intended coming to Calgary anyway, put off the trip until the date of the Stampede; special trains were organized for the special aim of visiting the big show; farmers and ranchers from all the west decided away last May and June to come to Calgary. The railway is now getting the results, and it is hard put to it to

(Continued on Page 8.)

## Charles Russell, Cowboy Artist, Comes to Calgary

OF ALL the picturesque characters gathered to attend the big celebration in "The Last and Best West" is the cowboy artist of Great Falls, Montana, who is the human interest arrival of yesterday.

Charles Russell, cowboy artist of Great Falls, Montana, who is the human interest arrival of yesterday, is now in Calgary, accompanied by his wife. Mr. Russell has come to supervise the exhibition of his magnificent collection of western pictures shown at the Stampede grounds this week.

Though still a young man, Mr. Russell is rapidly achieving an international reputation through his portrayal of western types such as the real western Indian, not as some writers and poets have pictured him amid romantic surroundings, but in his native wilds, true to life. His pictures of cowboys, horse wranglers, and other western types have given him the position as the foremost painter of western scenes in America, even excepting the famous Remington.

The rapid rise of Mr. Russell to heights of artistic fame is remarkable in that he is absolutely without technical training. Twenty years ago, Mr. Russell was a cowboy in Montana, and it is from actual contact with the life, and his own experiences, that he obtains the material for his pictures. Let it not be imagined, however, that Mr. Russell attained his present enviable position at one hour. Admittedly, he is a genius, but in Mr. Russell's case the remark of the philosopher that "genius is an infinite capacity for taking pains" is given an exceptional illustration.

It was during his life as a cowboy that Mr. Russell first experienced his talent for sketching and drawing. Around the campfire at night, he would often amuse the "boys" with his cleverly drawn pictures. As his natural skill increased and his

developed, he became more and more ambitious, and finally began working with oils. Finally, the young artist gave all his time to painting and the result was soon apparent. Friends began noticing his work and realizing that he was something more than a mere clever draughtsman. Exhibitions of his paintings drew high praise from some of the foremost critics of the land, and from that on his reputation grew by leaps and bounds.

Some time ago, Mr. Russell was given a commission to paint the mural decorations in the beautiful capitol building at Helena, Mont. The state legislature allowed him \$40,000 for his work, which contains some of the finest paintings of western life extant. On a previous occasion the commission for portraits of western types that provoked the ire of the conventional J. Fenimore Cooper type that provokes smiles from the true westerner who knows the Indian so well. Mr. Russell's pictures gained all the more renown from the contrast with the former work. Mr. Russell's types are unideal in their realism and since his work in the Helena capitol, the artist has been overwhelmed with commissions, and is rapidly getting into the capitalist class from the results of his fine work.

Despite his waxing health, Mr. Russell still maintains the simplicity of habit that characterized him as a cowboy, and he addicted to the wearing of the picturesque cowboy sombrero and clothes. Whith, he has a charming personality that puts anyone immediately at their ease and will prove a distinct acquisition to the gathering of great celebrities at the Stampede.

## DUKE ADVISES RIVAL CITIES TO EFFECT MUNICIPAL MERGER

Tells Ft. William and Port Arthur They Can Better Serve Ultimate Destiny as One

Dwells Earnestly Upon Basic Problems of Canada's Future; the East and the West

Splendid Reception Given Their Royal Highnesses; School Children in Spectacle

FORT William, Sept. 1.—Not only were the events of the visit of Their Royal Highnesses, the Duke of Connaught and Princess Patricia here today in the Twin Cities at the head of the lake of notable variety, but the Duke of Connaught, in making his reply to the civic address of welcome, read to him at the auditorium here today by City Clerk McNaughton and presented by Mayor George Graham, departed very notably from the mere formality of utterance. Indeed, he made a party of that sort at Port Arthur this morning by expressing, in his reply to the civic address of welcome read to him by Mayor Ray of that city, his belief that the two cities would better serve their ultimate destiny as a national port if they were one. There was no doubt that the Duke's address was a landmark in the history of the city, and it is admitted that some of the cars will surely be crowded.

Early in the summer season the railway company, in preparation for this great rush of passenger traffic, endeavored to bring in the cars, borrow, or purchase additional equipment. They were not forced to do that, expedient owing to the majority of the cars being at their command. They are handling their crowds, and without outside assistance.

Men of affairs have laid aside business, politics and professions to take in the Stampede, and when the bugle blows announces the first number of the programme, partizan will rub elbows with plebeian and social lines will be obliterated in the wave of primitive aggressiveness that will sweep the half-mile of bleachers and reserved seats.

From every point reached by the modern railway, the hosts are arriving and will continue to arrive for several days, the outgoing throng being supplanted by others who are coming to see.

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## Monday's Stampede Program

Gates Open at Grounds at 9:00 a.m. 9:30 a.m.—Parade through streets of city to grounds. 1:00 a.m.—Galloping parade around track of all mounted people.

### PRESENTATION OF CHARACTERS TO AUDIENCE

- No. 1—Fancy and trick riding on track by cowgirls.
- No. 2—Stage coach race.
- No. 3—Roping of steers by cowboys.
- No. 4—Cowgirl relay race.
- No. 5—Bareback bucking horse riding by cowboys.
- No. 6—Steer bulldozing contest by cowboys.
- No. 7—Roping of steers by cowboys.
- No. 8—Fancy roping by cowgirls.
- No. 9—Fancy roping by cowboys.
- No. 10—Cowboy relay race.
- No. 11—Riding of bucking horses by cowgirls.
- No. 12—Riding by bucking horses by cowboys.
- No. 13—Roping of steers by cowboys.
- No. 14—Fancy and trick riding on track by cowboys.
- No. 15—Steer riding by cowboys.
- No. 16—Indian relay race.
- No. 17—Wild horse race.

All other extra or special events will be announced from the track.

## Chief Cuddy Arranges to Handle Crowds Thursday

CHIEF of Police Cuddy has made elaborate preparations for handling the big crowds that are expected to line the streets next Thursday when the Duke of Connaught and the Princess Patricia visit Calgary.

Practically the entire available force of the mounted police will be on duty during the time that the royal party leaves the train, pays a visit to the city hall, and then goes to the Stampede grounds.

Chief Cuddy will have all the streets along the line of the royal pathway roped off. At the Canadian Pacific railway station a section of constables will stand on guard to keep the crowd back of the ropes, and the constables will be distributed at intervals along the line of march with their posts on the street.

In his speech here this afternoon the Duke dwelt earnestly upon the basic problem of Canada's future, arising out of the relations between the east and the west. Said his Royal Highness:

"Please accept my heartfelt congratulations, as well as those of the Duchess and my daughter, for your address of welcome. Port Arthur and the city which competes in friendly rivalry with it, occupy, as you have indicated in the last sentence of your address, a position of vital importance in the autonomy of the dominion, for you link together the east and west."

"Not only are the east and west separated geographically by the sparsely settled area which lies along the north of Lake Superior, but there is, for the present, a difference of opinion as to the best method of uniting the east and the west. To the east the manufacturing interests predominate, while to the west the agricultural interests are paramount. The reconciliation of such interests has been one of the problems of statesmen in every country in the world, but in Canada the problem is even more difficult of solution than elsewhere on account of the geographical separation of these interests. It is true that the situation is from day to day improving with the hum of manufactures to the west and of agriculture to the east, and it is the duty of everyone to contribute in every possible way to the consolidation of the dominion, and to make, if necessary, concessions to that end."

"As a result of this with a homely directness the result of differences between the various organs of the human body, the scriptures tell us that a house divided against itself falleth. And that is why—standing on the threshold of the east and west, speaking to both east and west—I urge both sides of this great continent to do their best to help in every way to the consolidation of the dominion, and to make, if necessary, concessions to that end."

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## Local and English Capitalists Have Purchased all Elevators of Biesecker, Davidson & Strong

## THIS IS LABOR DAY, TRADES UNIONISTS WILL PARADE

Pageant Promises to be One of the Largest Ever Occurring in Calgary

On Account of the Stampede Committee in Charge Has Postponed Sport Program

Prizes Offered for the Best Float, Best Dressed Union by Trades and Labor Council

FOR the first time in the history of the city, the local labor men have taken great pride in their annual parade, and have boasted of having one of the best parades in the West, and this year will prove no exception to the rule. The Stampede will not in any way affect the labor parade, as the Stampede officials and the labor men have worked in co-operation with view to helping each other in making each a distinct success. The labor men have decided to postpone their big sport program which is always a feature of the day. They have decided, in view of the large attraction at the park, to hold their athletic events two weeks later.

The unions will fall in at nine o'clock on Ninth street west and Sixth avenue to be all ready to start at 10:00. The parade will follow after the Stampede parade, taking the same route, namely, from Ninth street west, going east along Sixth avenue to Fourth street west, then south on to Eighth avenue. From Eighth avenue the parade goes along Second street east until the corner of Second street east and Victoria Park. This change of position will take place while the addresses are being made by the trades and labor council. Chief Cuddy will have the ropes taken down immediately following the ceremonies.

As soon as their Royal Highnesses and escort reach the city hall, the constables and mounted police along the line of march will leave their posts and go to Second street east, where they will again line up at intervals on each side of Second street east, the Stampede parade will start on Victoria Park. This change of position will take place while the addresses are being made by the trades and labor council. Chief Cuddy will have the ropes taken down immediately following the ceremonies.

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Plants of Alberta Pacific Elevator Co., Ltd., West Coast Grain Co., Ltd., and Terminals of Globe Elevator Co., Ltd., Included in Deal; Eighty Elevators in All

Will Build Additional Plants and Endeavor to Concentrate So Far as Possible the Westbound Grain Business in Calgary; Means Additional Impetus to City's Future

SIR Max Aitken, M.P., with a number of English associates, and R. B. Bennett, K.C., M.P., have purchased from Messrs. Biesecker, Davidson & Strong, the elevators of the Alberta Pacific Elevator company, Ltd., the West Coast Grain Company, Ltd., and the terminals of the Globe Elevator Company, Ltd., some eighty elevators in all.

The purchasers purpose making a considerable increase in the number of elevators, and will, by a vigorous campaign of construction, endeavor to concentrate in this city, so far as possible, the west-bound grain business that will be opened up by the Panama canal.

Means Big Future for Calgary. The foregoing announcement, given out officially yesterday, is fraught with tremendous consequences for the future of Calgary. It means, first of all, the opening of a definite and well planned movement to make this city the grain shipping center of Western Canada. It means that Calgary is destined to occupy the same sphere of relative importance in the western district of the grain growing provinces that Winnipeg occupies on the east.

A total elevator capacity of practically 3,000,000 bushels is involved in the transaction; and, as the official announcement says, plans are laid for increasing this capacity.

The largest of the elevators involved in the transaction is the terminal elevator of the Globe Elevator Company, Ltd., in this city, with a total capacity of 400,000 bushels.

All Others Are Country Elevators. All the other elevators involved, with one exception, are located in the province of Alberta, at various points throughout the country districts. The one exception is the elevator of the Alberta Pacific Elevator Company at Maple Creek, Saskatchewan. All of the country elevators are practically of the same standard capacity, and the total capacity of all these country elevators is approximately 2,500,000 bushels.

The transaction takes effect immediately as plans for it have been making for some time. All of the elevators are now cleared and in the best of shape for handling the big harvests of this fall.

## Rope Experts in Practice Develop Bursts of Speed

SATURDAY afternoon found many devotees of the lariat working away on the herd of a hundred-footed Texas longhorn, this little horse won the plaudits of spectator and rival. "Ribber" is not in the first money there will be some disappointed sports at the Stampede.

Miss Lucille Mullin, the champion woman roping, had a slow moment prevented any spectacular speed performances, but her roping was superb. In the corral, containing the cattle are big Texas longhorns as fast as deer and as strong as the proverbial bull. In some of the events the watch was held, and many placed the rope in as long as they could, and the animal left the corral and got under way. There will be some fast work when the championship opens and plenty of sensational action.

Mattawa yards about six a.m. with the engine behind pushing cars and the caboose ahead. One and a half miles from Mattawa the two trains came together, the engineer and fireman of the regular train just seeing the oncoming work extra in time to jump.

The heavy freight locomotive plunged through the caboose and boarding cars, bringing down the train and the occupants. The caboose caught fire from the stove overheating, and the crushed body of Conductor Duncan, slumped in the wreckage, was badly burned.

Immediately after the collision Engineer Sheppard, of the work train, uncoupled his engine and ran back to Mattawa. The caboose caught fire, turning to the scene at too great a speed, his engine crashed into the wreckage train, and the work train was delayed for ten hours, the Soo and Winnipeg express being held at Mattawa and the Montreal express from the west being delayed until the wreckage was cleared.

The first fireman, William Brakeman F. Wallace as killed, brakeman W. A. Graham as injured, and C. W. Allen as killed, were erroneous, the correct list being:

The dead—Thomas Duncan, Thomas O'Keefe, Felix Chanier, August Desjardins, and Ernest Chanier. The injured—Thomas McManus, Peter Morrison, William Roach, Sigfried Jourdan, A. Bertrand, Sidama Chanier, Matthew Cyr, Alfred Gagne, Neil McAlpine, and Clarence S. McAlpin.

NORFOLK, Ont., Sept. 1.—Five dead and ten severely injured were the toll taken by an accident on the C. P. R. near Mattawa on Saturday morning, when a work train engaged in ballasting the track, while running backward, collided with a fast through freight train.

The dead and injured, with the exception of Conductor Thomas Duncan, were all residents of Mattawa. Conductor Duncan was a young unmarried man residing with his mother and sister at North Bay. No blame has been attached to the fast freight, as it was the duty of the men in charge of the work train to protect themselves against the freight, and failure to carefully read their orders was evidently the cause of the wreck. The work train backed out of the

front for victory. Following as true as a whippet to a hare, having speed of spirit, and the fleetest-footed Texas