

## The Boxing Championship

Calgary, August 1912  
To The Sports of Alberta  
Gentlemen  
The Lightweight Boxing  
Championship of Canada  
between Joe Bailey and Billy  
Allen, will be held on September  
4th in Calgary's new arena  
at 10.45 a.m. sharp. The  
Blue & White Street Cars  
run out to the arena, also  
automobiles and carriages  
will leave the C. P. R. Depot  
at frequent intervals at  
reasonable charges. The  
arena is situated at the end  
of the Manchester Street car  
line, 2nd Street East. The  
tickets for this event will be  
on sale at Harvey's & Co's  
Cigar Store, 124. 8th Avenue W.  
The Public and Spectators will  
remember that these boys met  
at Baesano on June 27th.  
In one of the fastest contests  
in the history of boxing. Get  
your tickets for seats early.  
All the seats will be elevated.  
Remember the contest is at  
10.45 in the morning so  
get out early and avoid  
the rush  
Yours Truly  
Tommy Burns

## ADJUSTMENT OF CANAL DISPUTE VERY REMOTE

Several Years Must Elapse Before  
Negotiations Reach  
Ultimatum Point

Washington, Aug. 26.—Although  
Mr. Innes, the British charge  
and consul of the embassy, who was  
recalled from his vacation on the  
Main coast to carry out certain  
duties of his government  
regarding the Panama canal legisla-  
tion, remains in Washington. He  
has made no sign of a purpose to  
present any fresh representations  
to the state department on this  
subject.

The original British protest having  
been ineffective in preventing the  
enactment of the objectionable legisla-  
tion and there being now a year and a half  
to elapse before the question of the  
actual payment of tolls in the canal  
can become a practical one, there does  
not appear to be special reason for ur-  
gency in negotiations. These may be  
expected to develop the position of  
both governments and possibly indi-  
cate the future course of the British  
in the event that a satisfactory  
arrangement cannot be reached with the  
United States for the removal of the  
discrimination against British  
shipping.

Although President Taft was not  
himself convinced of the soundness of  
the action by Chairman Adamson,  
of the house committee on Inter-  
state and foreign commerce, and other  
congressmen, that foreign shipowners  
already have at hand the means of  
testing legally their right to use the  
Panama canal on even terms with  
American shipping, it is believed that  
he is perfectly willing to allow this  
issue to be made up and tried out. The  
possibility of the adoption of this  
method of securing a judicial deter-  
mination of the British right may pre-  
vent the negotiations between the two  
governments from being carried to the  
point of an ultimatum, for several  
years at least. The test case could not  
be made up until the canal is in opera-  
tion. Then when a British vessel pro-  
tests against the imposition of tolls,  
her owners, if represented by an  
agency in this country, might apply to  
a United States circuit court for a  
determination of their rights, and from  
that court an appeal might be taken by  
either party to the United States su-  
preme court.

"Sorry, Bill, I can't come to the  
theatre tonight. Now, don't look so  
cross—you ain't cross, really, are you,  
Bill?"

"No, I ain't exactly cross, Liz, but  
still it is a bit aggravating for a chap  
to find he's washed his face and hands  
for nothing, ain't it?"

## BETTER ACOUSTICS FOR THE PARLIAMENTARIANS

Notoriously Bad in the Past,  
Engineer Improves Them  
Materially

Ottawa, Aug. 26.—Preparations are  
being made for strenuous debating  
jousts on the navy question and the  
tariff which are promised this coming  
session. The acoustic qualities of  
the house of commons chambers have  
been notoriously bad. Back benches  
have had difficulty following de-  
bates, the press gallery have guessed  
at many of the speeches and specu-  
lators in the gallery have only gath-  
ered what is going on by hanging peri-  
ously over the rails. Complaints have  
been numerous but no attempt has  
been made to remedy the evils.

Hon. J. D. Monk, minister of public  
works, took up the question at the  
close of the session and Jacob Mazer,  
an expert engineer was engaged. He  
has been working on the chamber all  
summer. Tests were made today be-  
fore Mr. Monk and J. D. Hunter, de-  
puty minister of public works.

The tests showed a decided improve-  
ment. When speeches of the hon. mem-  
bers were tried, there was none of the  
old reverberations and lowered  
voices could be heard distinctly at the  
farthest corners.

## WHAT THE PRESS AGENTS SAY

Constance Crawley and Arthur  
Maude, with their company of players,  
opened their far-west season at the  
Grand last night in a performance of  
Sardou's comedy, "Divorcement," which  
was last played in this country by Miss  
Grace George.

The atmosphere of the play is natu-  
rally Parisian, and the dialogue and  
skilful treatment of the text are typi-  
cal effects of the greatest of French  
dramatists.

Miss Crawley displayed an intimacy  
with the general spirit of the play  
which indicated a careful study of  
the leading part, and made her per-  
formance most satisfying.

The stage effects and the handsome  
costumes worn by the ladies of the cast  
are worthy of special mention.

## BAD MAN IS PUNISHED

Port Arthur, Ont., Aug. 26.—In po-  
lice court, James Nikolas, a Greek, ar-  
rested on August 20, during the C.N.R.  
strike, was indicted on two charges.  
For carrying a loaded revolver, he was  
fined \$25, or a month in jail. For in-  
timidating and interfering with men  
in work, he drew a fine of \$50 and cost  
or one month in jail.

## MATE LIVED AS HERMIT IN SHIP'S CABIN

Quarrelled With Captain and  
Ordered to Remain in Quar-  
ters During Voyage

For Fifty-Eight Days Had  
Nothing to Do But Eat,  
Sleep and Read

New York, Aug. 26.—For 58 days  
alone in his cabin Mate Leonard of  
the four-masted Yankee ship *Manga*  
Reva suffered the pangs of a ship's  
officer who has been relieved of duty.  
The story was told after the ship ar-  
rived off Stapleton, S. I. She was 108  
days from San Francisco.

Captain H. C. Townsend brought his  
ship around the horn. He is a fine  
navigator and a strong disciplinarian.  
Mr. Leonard also is a mariner of large  
experience.

For 50 days the mate discharged his  
duties as second in command. Then  
came trouble between him and the  
captain, who sent him to spend the  
remainder of the trip in his room,  
says The World. There he had nothing  
to do but eat, sleep and read. He  
pursued every line in the little library  
supplied by the Seamen's Friend so-  
ciety, including the Bible, the geography  
and a volume of Joseph Conrad.  
Some books he read many times.

Will Not Talk of It  
When Captain Townsend was ques-  
tioned yesterday about the quarrel he  
replied:

"It was nothing at all. Forget it.  
What does the public care for things  
like that? The sea is different from  
the land. Things happen at sea that  
don't happen ashore. The captain is  
supreme on his own ship."

The second mate, Mr. Perry, known  
on the seven seas as "Starbuck" Perry,  
another crack-jack deepwater man  
of the old school that is passing, was  
Captain Townsend's only mate after the  
change. The shipper stood his chief  
officer's watches.

Most of the 28 men of the crew were  
greenhorns. "No man, unless he is in  
hard luck, goes to sea, nowadays," says  
the captain. "It isn't what it used to  
be."

For the first 34 days of the trip Cap-  
tain Townsend thought he could equal  
his old record of 85 days from Pisco  
to Sandy Hook. But as he was about  
to round the Horn 16 days of exasperat-  
ing easterly winds thwarted hope of a  
swift passage.

Off the Horn, when a wind finally  
sprang up, a New York youth had a  
perilous experience. He is the son of a  
Nassau street rubber stamp manu-  
facturer. He had gone overland to  
San Francisco five months before with  
\$400 and was returning as a seaman.

With a knot of men he was hauling  
on a brace when a big sea flooded the  
deck. The young man was nearly  
washed through a hawser pipe. He  
climbed the bits and saved himself.

After that day the ship had fine  
winds. In the 108 days not another  
vessel was seen until she was towed  
into the bay yesterday morning.

The Stars and Stripes on the ship-  
ping and the towers of Manhattan in  
the dogday mist looked good to the  
sailors. "Ah, little old New York!"  
they laughed. For the Frenchmen  
there was the tricolor flying on the  
four-masted bark *Ville de Havre*. For  
the Germans the flag of the fatherland  
on the *Renee Rickmers*, and for the  
Norwegians their national emblem on  
a ship and a bark.

## ASHES OF PILOT ARE CAST INTO GOLDEN GATE

San Francisco, Aug. 26.—"And the  
body shall be cast into the sea." Mind-  
ful of the seaman's burial service,  
Captain Stephen Castle, known where-  
ever mariners foregather in the four  
corners of the earth, directed in his  
will that his body be cremated and  
that the ashes be carried through the  
Golden Gate and there scattered to  
the winds. He had served a lifetime  
on the ocean he loved. Today the  
tidal waves their way with him.

For 50 years Stephen Castle had  
been a pilot; for 35 years he had guided  
deep sea ships across the bar and  
checked the Golden Gate. Last week  
he died. Yesterday his son carried  
his ashes aboard the pilot boat *Califor-  
nia*. There were no mourners but  
himself and no attendants but the  
crew of the *California*, fellow pilots.

For the last time the old captain  
passed through the Golden Gate. Be-  
yond the bar, at the threshold of the  
deep, his ashes were given to the  
winds.

## SHERMAN IN EDMONTON

(Edmonton Journal)  
Accompanied by three architects, W.  
B. Sherman, the Calgary theatrical  
man, and wife, and Bert Russell, man-  
ager of the Empire theatre in this city  
returned to Edmonton from Winnipeg  
last night, where final arrangements  
for bringing the Orpheum vaudeville  
acts to Edmonton on September 9, were  
completed, says the Edmonton Journal.

"We are going to start on the new  
Sherman Theatre immediately," said  
Mr. Sherman last night. "Acting upon  
the fact that Edmonton is sadly lacking  
in moderate priced hotels I have de-  
cided to build a six story hotel and the-  
atre building instead of a three story  
structure as was originally planned.  
We are going to rush this building to  
completion, although it will take a night  
and day shift to complete the house in  
time for an opening January 1, as we  
plan."

"What does this mean, Bridget?" ex-  
claimed the lady of the house, return-  
ing from shopping. "The telephone's  
been taken out."

"Sure, ma'am, the girl across the  
way came over and said her mis-  
tress would like to use it for a little while,  
and I snit it over to her; but I had a  
terrible job gettin' it unscrewed from  
the wall, ma'am."

Jimson bought a business through an  
agent as a thorough-going concern.  
After six months he failed, and took  
his trouble very lightly.

Meeting the agent some time later he  
said:  
"Do you remember selling me a  
business as a going concern?"

"Yes, of course I do," replied the  
agent.

"Well," said Jimson, "its gone."

## CHIEF OF THE RURALES IS CAUGHT BY INSURRECTOS

Overcome by Gas Fumes in  
Stampede Tunnel When  
Train Becomes Stalled

With Aid of Helper Engine Car-  
ries Men to Safety, Aided  
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Mexico, say advices received here. The  
Polish commander is at Magdalena,  
south of Nogales, Ariz.

The invading force destroyed the  
Southern Pacific railroad of Mexico to  
the north and to the south of Magda-  
lena, where General Kosterlitzky is  
stationed with 600 rurales. A train  
with 100 of the rural police from Magda-  
lena is stranded between burned  
bridges.

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were congregating along the railroad,  
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assurance "have no fear." Within five  
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Rebels were defeated in their second  
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portant town in Sonora, southeast of  
Douglas, Ariz.

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Tucson, Ariz., Aug. 22.—After more  
than twenty-four hours of continuous  
fighting, the rebel columns commanded  
by Col. Antonio Rojas and Col. Cam-  
pos, which attacked the federal de-  
fending Adamos, ceased firing at sun-  
down tonight and withdrew into the  
hills, practically admitting defeat.

Unverified reports placed the rebel  
losses at eight killed; the federal at  
twenty-two.

## Longshoremen Are Out

Toronto, Aug. 26.—There has been  
no settlement yet of the longshore-  
men's strike and since Saturday night,  
the stevedores have been kept on their  
feet, the same day and night four  
lines only are affected: The Mer-  
chants' Mutual, the Canadian Lake  
Line, the Inland Lines and the  
Jacques Line.

As yet no trouble has been given  
by the strike. Four or five police-  
men are kept on duty along the docks  
and all men who are suspected of  
being strikers are being moved on.

## GREAT BRITAIN'S GRAIN BY PANAMA ROUTE

Rebels Burn 29 Bridges and  
Cut Communication From  
Gen. Kosterlitzky

Vancouver, Aug. 26.—"I see no  
reason why the British navy should  
Panama canal should not be fol-  
lowed by the inauguration of  
direct passenger service between  
Bristol and the Pacific coast.  
Bristol is a great wheat importing  
center, but just now it imports most of  
its wheat from Russia and the Argentine.  
We want the Canadian wheat,  
which is as good as any better than  
wheat grown elsewhere, and which  
now goes from Montreal to Liverpool.  
I believe that wheat is shipped to Pacific  
coast ports for export there is no reason  
why it should not go to Bristol,  
which is the nearest British port for  
vessels coming through the Panama  
canal."

The speaker was Mr. Henry Haze-  
good, one of the leading grain import-  
ers of Bristol, England, who was in the  
city this morning and is staying at  
the Hotel Vancouver. Continuing,  
he said: "At Avonmouth, a portion of  
the city of Bristol at the mouth of the  
River Avon, had been fitted up into one of the best  
equipped harbors in England. The sum  
of \$15,000,000 had been spent on it in  
recent years, and now years ago it is  
able to handle the biggest ships afloat."

"Most of the Canadian trade has  
been going to Liverpool from the East-  
ern Canadian ports, but we are in a  
more favored position than Liverpool.  
For instance, our nearest neighbor,  
the Welsh coal mines means cheaper coal,  
and that is a big consideration. Then,  
in regard to passenger traffic, Bristol  
is only three hours' run from London,  
whereas Liverpool is five hours."

"The great advantage Pacific coast  
ports have over Montreal or Quebec is  
that grain could be shipped from here  
all year round. In regard to pas-  
senger traffic, people living in the  
western part of the Dominion could go  
to England more pleasantly via  
Vancouver and the Panama Canal, thus  
escaping the long and tiresome train  
journey. I believe the journey could  
be made in almost as quick time, and  
certainly more cheaply and pleasantly."

"At the present time sailing ships  
are going from Bristol to California  
ports. They will be supplanted by fast  
steam freighters. I believe you have a  
great harbor here. Necessarily, it  
needs more equipment to meet the de-  
velopment of trade, and I am glad to  
learn that steps are now being taken  
to fit it up adequately for the great  
future ahead."

"On my return to Bristol I intend to  
take up the question of establishing a  
fast passenger and freight service to  
this port, believe it would pay well  
and no doubt capital will be forthcom-  
ing. Millions of British capital are in-  
vested in Canada, and the amount will  
be doubled in the next ten years. From  
what I have seen of the Dominion, I  
believe the money so invested will pay  
big returns."

Mr. Hazegood is a member of a party  
of prominent financiers who come to  
Canada to investigate conditions  
with a view to investment. They spent  
some time in Vancouver and were  
much impressed with possibilities  
there.

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claimed the lady of the house, return-  
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## DISTINGUISHED BRITISH SOLDIERS SAY, NO WAR

England and Germany Likened  
to Two Bulldogs, Each Con-  
fident in Their Great Ability

Vancouver, Aug. 26.—Two distin-  
guished soldiers arrived in Van-  
couver last evening in the person  
of General Sir Frederick Benson,  
K.C.B., and Major-General Boyce  
Combe, C.B. Though the former  
is Canadian-born, this is their first  
visit to the coast and both ex-  
pressed themselves as delighted  
with the appearance of the West-  
ern cities.

Sir Frederick retired from active ser-  
vice two years ago, and now lives in  
Eastport, near London. Speaking as a  
representative of "The News-Adver-  
sary" last evening, he said he was  
not one of those who set up nights  
fearing a German invasion, but on the  
other hand, he would be the last to  
suggest that Great Britain should let  
up in naval construction.

War would prove costly. Moreover,  
Germany and England are like two  
bulldogs, who are confident in their  
great ability, and a very little thing  
might set them at each other. The  
savings clause in the situation is the  
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