Special Correspondence

Cardston Ma 26, 1909

Dear Mr. Editor.—

Might I again trespass upon your good nature, in requesting a little space in your valuable columns.

In the issue of the Star dated May 21st appears two letters which are interesting to me, and as I desire to add a little to my last article.

In one letter Mr. Card infers that I call him wooley headed, no such stuff, I simply assert that I am not, and the reason for making that statement is that a number of people having read Mr. Card's Article, seems to have faith in his every word, and form some very funny impressions of the old Country. A careful review of my article will show that I make no references whatever to the condition of Mr. Card's head; be it far from my heart and wishes to offend or to insult Mr. Card.

On the contrary Sir, allow me to point out that in my letter of April 8th I say that Mr. Cards statements are substantially true: that is, some of them.

But after another careful scrutining of his letter of April 2nd, I fail to arrive at any better conclusion than I did before, and that is a persons first impressions are not always the best, any-body with half an eye can easily see the state of Mr. Cards mind by his article, conditions of England can in no wise compare with the west, in road making only does Britian excel, but if that was all, it would be quite an item, would it not Sir, take a peep out of your office window and you will agree with me.

Allow me to point out another wrong impression given in his letter that I failed to make mention of he says that an effort was made a short time ago to establish first and second class street cars, this is quite true, but Mr. Card adds his own opinion which I hope was not the outcome of prejudice he says, I suppose the broadening spirit from the western shore was too much in evidence as a matter of fact the broadening spirit from the western shore had nothing to do with it one or two opposed the idea out of sentiment but they didn't count anything on either side. The idea was not introduced to promote class distinction, neither was it opposition to class distinction that killed it, as a matter of fact it was acknowledged even by those who opposed the idea; that first and second class cars would be a boon to large towns providing both classes received sufficient patronage to merit their introduction it was argued however that such would not be the case, and the consequence would be, another burden on the taxpayer, it was also argued that such a system would be too complex for large cities, and so the scheme was not adopted now this is Mr. Card's impression, that the idea was introduced by the upper classes. and that such narrow-mindedness was taught a lesson by the broad-minded westerner, hence his statement concerning the broadening spirit from the western shore he is of course entitled to his own opinion but had he known the facts he would not have held much an opinion, to say nothing of putting it into print, first and second class street cars would no more promote class distinction than first second and third class railway cars, that the latter do not cater for classes is evident from the fact that they still run in the west. I might also add that the British spirit is just as broad as the western spirit, if Mr Card wants an illustration of the broadening spirit of the western shore let him read his Church history.

Equally misleading is his statement concerning 39 saloons in one street two blocks long, he forgets to mention that a block of buildings in England is sometimes four miles square instead of a half a mile, I see also by the Star of May 21st another prodogdy has arisin, who having been in Lancashire 5 months is now parfectly qualified to write concerning English manners and customs, one or two of his points however needs criticising.

This suggestion that I attacked some of Canadas cities smacks of delicious humor, anyone referring to my article will see that beyond comparing tram cars, I make no mention of the cities of Canada. I was prompted to compare cars by Mr. Cards allusion to the magnificent cars of the west and the poorly built ones of England. In my article I admitted the grandure and greatness of Canada, if this constitutes an attack on my learning is early at fault, this vicious attack on Canada prompted Mr. Duce to defend his country he says I want to write in dafence of my country and people, he then goes on to show that Bus-drivers and railway porters of England are keen on tips, which I consider is a very able defence of Canada, the bad qualities of an English bus-driver prove very clearly that Canada must be a fine country.

Mr. Duce says he has seen very little of the moon in England, fog sometimes hides it, the fog of prejudice is awful thick, lets hope it will clear away, although it seems to have been very foggy over there for the past 5 months.

I see that Mr. Duce trys to bear out Mr. Cards assertion that 99 per cent of the working public of Britain possess an itching palm, allow me once more to deny it most emphatically, if these two gentlemen imagine that bus drivers and railway porters constitute 99 per cent of the working public of England they are laboring under a very severe delusion, their two classes would not be more than 1 per cent of the whole working class, and not 5 per cent of the public servants who never look for tips, in fact who would scorn the idea. Even the classes spoke of Mr. Card and Duce are not so keen as they make out, I have travelled thousands of miles upon the trains trams and Busses of England and have only once been asked for a tip upon that occassion I blundered into a first class carriage with a third class ticket, the platform porters though are fond of a tip rule. I do not deny the tipping business, but 1 per cent would be nearer the mark. I found no difference in Canada The railroad is always the tipping ground, but when we speak of public workers, the railroad servants are only a fraction, again let me say that cars both train and tram cars of Britain cannot be out classed. Fine trains are running there, not only for long but for short journeys, with every comfort and convenience. Old fashoned cars and Machinery still exist, to establish every improvement immediately would mean national ruin as regards, the England for the English proposition, its only another opinion and must be taken for what it is worth. I agree with both gentlemen however that Canada needs no undesirables, and that emigrants should have the best of qualifications, a little leaven will do no harm anywhere. I asked last time that my remarks might be properly interpreted, two gentlemen at least misconstrued them, I have no wish to be offensive, disputants in a debate have to make allowances for each other, anyone familiar with the rules of debate knows that, but perhaps this time we understand each other better. Thanking you kindly sir.

I remain yours ect., Wm. Shepherd.

FAIRS FROM JUNE TO OCTOBER

Cardston will hold a two day's fair this year on Tuesday and Wednesday Sept. 28th and 29th. Below is published a list of the majority of fairs to be held this year, together with their dates. Three of these are held by exhibition associations, Edmonton, Calgary and Fort Saskatchewan. The others are held by agricultural societies:

Edmonton June 29-July 2
Calgary July 5-10
Innisfail July 12-13
St. Albert August 3
Fort Saskatchewan August 4
Olds August 6
Claresholm August 3
Macleod August 4-6
Lethbridge August 10-12
Leduc September 21
Daysland September 22-23
Sedgewick September 24
Innisfree September 27-28
Vegreville September 29
Lloydminster September 30
Vermilion September 30-Oct. 1
Taber September 30
Nanton September 20-21
Pincher Creek September 22
Magrath September 23-24
Raymond September 16-17
Cardston September 28-29
Irvine October 1
Didsbury October 5-6
Ponoka October 6-7
Lacombe October 7-8
Three Hills October 12
Priddis October 14
Alix October 29

Municipal Directory, '09

TOWN GOVERNMENT

Mayor—J. T. Brown
Council—H. Stacpoole, Wm. Burton, J. C. Caboon, M. A. Coombs, Thos. Duce, J. Hunt.
Secretary-Treasurer—L. Wilson
Solicitor—Wm. Laurie
Constable—James P. Low

BOARD OF TRADE

President—D. S. Beach
Vice-President—R. H. Baird
Secretary—D. E. Harris, Jr.
Treasurer—F. G. Woods
Executive Committee—Walter H. Brown, Martin Woolf, Van Brown.

SCHOOL BOARD

W. O. Lee (chairman), S. M. Woolf, S. Williams D. E. Harris Jr., D. S. Beach.
Teaching Staff—J. W. Low (principal), Miss Keith, Miss Wallace, Miss A. Hudson, Miss Toffey, Miss Gundry, Miss Hamilton, Miss Taylor, Miss Alward (asst. principal)
Secretary of Board—E. A. Lew

AGRICULTURAL SOCIETY

President—James Hansen
Secretary—S. M. Woolf
Treasurer—S. L. Eversfield

POST OFFICE

Money orders issued to all parts of Canada and the United States.
Office hours from 8 a.m. to 7 p.m.
Cora Layton, Asst. P.M.

A.R. & I. CO. TIME TABLE

Arrives 12:20 p.m.
Leaves 2:15 p.m.

Schedule of Games

To be Played by the Southern Alberta Baseball League

Raymond at Magrath	May 24
Cardston at Magrath	June 7
Cardston at Raymond	June 8
Magrath at Raymond	June 11
Raymond at Cardston	June 18
Magrath at Cardston	June 25
Raymond at Cardston	July 1
Magrath at Cardston	July 2
Magrath at Raymond	July 4
Raymond at Magrath	July 9
Cardston at Raymond	July 23
Cardston at Magrath	July 24

Musical Corner

CARDSTON CHOIR

(65 members)

Frank Layne—Director
Andrew Archibald—ass't. dir.
A. T. Henson—Organist
Ida Archibald—ass't. Organist
Blanche Olson—Sec. Treas.
Willie Thorpe—Librarian
John Blackmore—Organarian

Practice every Wednesday a 8 p.m. Assembly Hall.

CARDSTON MILITARY BAND

(35 members)

Wallace Hurd, President.
Sylvester Low, Sec. & Treas.
S. S. Newton, Musical Director.
Practice Tuesday and Saturday, 8 p.m.

CARDSTON GLEE CLUB

Frank Layne, Director.
Milton Woolf
Leo Coombs
Joseph Low
Sadie Wolsey
Etta Dowdle
da Archibald
eth Newton
Open for engagements.

Little hope remains that President Taft will be able to obtain anything like a revision of the tariff downwards at this time.