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WOULD PRESENT CITY WITH 3-4 MILE OF STREET RAILWAY TRACKS

South East Calgary Co. Ltd. Asks for Connections with Present Line Serving Railway Shops

Want City to Assume Responsibility of Operating Ten Miles of Line Outside of the City Limits

Would Agree to Build and Equip Road, Supply Cars, Pay All Expenses, if City Will Operate

Special Tickets Would Obviate Transfers, and Make Unnecessary Division of Earnings

TRYING to settle upon the terms of a proposed agreement whereby the company agrees to take over and operate ten miles of an electric line it proposes to build in the territory south-east of Calgary, officials of the South East Calgary Corporation, Ltd., spent all yesterday morning in a discussion with the city commissioners and City Solicitor D. S. Moffat.

Naturally, there is no objection on the part of the city to this phase of the plan. The only question is whether it would be necessary to acquire that portion of it to the city limits.

Officers Represented at Conference. Those who participated in the conference were: President O. S. Chapin, Manager D. W. Trotter, and John Black, solicitor for the South East Calgary Corporation, Ltd., Messrs Mitchell, Cunningham, S. J. Clarke, Commissioner A. J. Graves, City Solicitor Harrison and Superintendent McCauley, of the Calgary Street Railway.

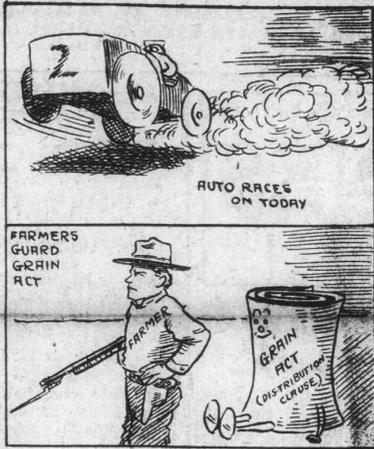
The main object of the present arrangement is to have the city operate the line outside the city limits, City Solicitor D. S. Moffat gave it as his personal opinion, outside of any legal phase, that it would not be policy for the city to do so.

Manager Trotter pointed out that the company would spend \$80,000 on the line, and would build some 500 houses in the district this season, which would mean a direct acquisition of business to the city.

Among the proposed clauses of the tentative agreement presented by the company officials for the operation of the line outside the city limits, by the city, there is one providing that the company will, at any time, on request of the city sell to the municipality all the line outside the city limits.

The company agrees to pay monthly royalties to the city in operating the line outside the city limits. Another clause provides that the company, on 30 days' notice, is to have the right to take over the operation of the line itself.

Decided that the solicitor for the company and the city solicitor should get together and frame up new tentative agreements to be presented later to the commissioners. Manager Trotter of the company says that construction work is to be started, and much of the material already is on hand.



WILD ENGINE 2307 SMASHES INTO TORONTO EXPRESS, AFTER COLLISION WITH FREIGHT; ENGINEER F. H. PRATT HAS LEG BROKEN

Mail Clerk Badly Shaken Up; Two Locomotives Demolished Front of Mail Coach Stove In, Car of Lumber Reduced to Splinters

YARD engine 2307, Canadian Pacific railway, achieved unenviable distinction yesterday when it bumped head first into the incoming coast freight, just east of the Bow river bridge at 3:45 o'clock yesterday afternoon, and then backed up and smashed into the outbound Toronto Express at Maharg station.

The accident was one of the most peculiar in local railway annals and an investigation will be required to determine what the yard engine crew was doing on the main line at the point where the freight train had the right of way.

The yard engine was bound for the C.P.R. shops at Maharg, just east of the Bow river bridge. The crew of the freight train saw the yard engine coming and jumped. The yard engine crew also saw their peril and leaped escaping safely.

The tender of the runaway yard engine was reduced to scrap iron and the passenger locomotive stripped. Both engines, however, remained on the rails. The front end of the mail and express car was stove in and the mail clerk narrowly escaped death.

Yard Engine Hits Freight. The yard engine was bound for the C.P.R. shops at Maharg, just east of the Bow river bridge. The crew of the freight train saw the yard engine coming and jumped.

WILLIAM BUCKSHOT MAY MAKE A CONNECTION WITH ORPHEUM PEOPLE FOR GRAND

Mr. Sherman's purpose is to make arrangements with the Orpheum circuit whereby the Orpheum attractions will appear at the Sherman Grand three nights weekly, the other three nights being devoted to the legitimate, as the travelling attractions are called in theatrical parlance.

Mr. Sherman succeeds in his designs he will be making a long step forward for the public which he caters to. The Orpheum is the premier vaudeville circuit of the United States, when the scope of its operations are considered.

It is connected with 300 of the best vaudeville houses of the United States from New York to San Francisco, and owns more theatres than any other theatrical combination in the two Americas. Its attractions are always among the best in America.



Picture showing wrecked tank of runaway locomotive, crumpled into scrap iron on forward end of Toronto Express locomotive.

SUBWAY SCHEME HAS BEEN APPROVED BY THE RAILWAY COMMISSION, BUT HOW ABOUT THE PEOPLE WHO PAY THE BILL?

There Are a Number of People Who Oppose It; Will Cost \$155,000, of Which Amount \$45,000 Must Be Paid Out as Damages

ALTHOUGH the city council has assented to a tentative agreement with the Robin Hood Milling company for the construction of the subway at Fourth street west, and the scheme virtually has been approved by the Dominion Railway commission, the question is not yet settled by any means.

Some ratepayers oppose the subway on the ground of its great expense, namely, estimated at \$155,000 which includes the \$45,000 which the city agrees to pay the milling company in lieu of all land damages.

Question of Damages Not Settled. The heavy cost of the subway is a serious question, said City Commissioner A. J. Graves yesterday. While the city agrees to pay the milling company \$45,000 in lieu of all land damages, this does not settle the question of damages that the city may have to pay if the agreement is consented to in its present form.

At the commission meeting, City Solicitor D. S. Moffat said that this point had not been fully settled yet, but it was evident that representatives of the company will hold out for it. The foundation of the milling company's buildings, continued Mr. Graves, "go down a distance of only eight feet and the subway excavation will be much deeper, causing danger of undermining. The question is how much expense will the city be put to in order to protect these foundations. That expense may be a very heavy one."

Car Rails 14 Feet Under Level. According to a draft of the plan for the subway prepared by City Engineer Child, the car rails of the street railway track must be located 14 feet below the street level, so that it is evident as Commissioner Graves says, that the question of protecting the foundations of the big mill may be an expensive one.

Persons not familiar with the situation may wonder why the Canadian Pacific railway is not called on to bear part of the expense but it should be remembered that bearing the cost of this subway is one of the concessions the city gave when it secured the location of the C.P.R. shops in this city.

City Agreed to Bear Cost. The agreement finally reached was that the railroad consented to the construction of the subway at Fourth street west, provided the city would stand the cost. The releasing of the railroad from damages was considered at that time as well worth while as one inducement to bring the shops here.

Formed quarters during the past day or two that Premier Borden and colleagues are convinced that the international situation demanded instant action on the part of the Dominion and are prepared to recommend the contribution of six million pounds for the construction of three Dreadnoughts. On being interviewed the premier said: "You have my authority for stating the reports are absolutely incorrect."

JAMES BAY DISTRICT IS PLACE TO GET RICH. Ottawa, July 26.—Officials of the Dominion Mines department, discussing the Fort William dispatch announcing that precious stones, including diamonds, quartz, and rubies, had been found in the James Bay district, says the report, bear out the prediction made in 1905 by Geo. F. Kunz in his report to the United States government. The rock formation in this district is identical with that in the state of Indiana, and it is supposed that in the glacial period, half the formation was carried from the north into the States, leaving the "other and better" half behind.

NEWS AGENT KILLED. Victoria, July 26.—Harley Brown, news-agent, slipped under the wheels of the Esquimaux and Nanaimo train today when pulling out of Koksilah, his legs were severed, and he died on arrival at Duncan.

BLUE NOSE FARMERS GET GOVERNMENT AID. Ottawa, July 26.—An order in council has been granted granting to Prince Edward Islands its share of the government aid to agriculture. It amounts to \$7,000.

\$10,000 FOR WELCOME ARCH FOR DUKE OF CONNAUGHT

Plan Is to Expend This Amount on Elaborate Scheme of City Decoration

Triumphal Arch Will Be a Blaze of Color at Night and Gorgeous Color By Day

Decorative Scheme Contemplates Use of Thirty Thousand Yards of Bunting

THEIR Royal Highnesses, the Duke and Duchess of Connaught, will be welcomed to Calgary under a triumphal arch to be erected on Centre street, between Eighth and Ninth avenues, the gates of which will be opened by means of the pressing of an electric button, by His Worship the Mayor, J. W. Mitchell.

Tentative plans for the triumphal arch were approved last night at a special meeting of the council together with a request from the reception committee of which Alderman R. S. Whaley is chairman, for \$10,000 to defray the cost of the arch, and other decorations.

The committee has been working hard on the plans in order to get all arrangements perfected early in advance and the result of their efforts already is apparent. Calgary will be illuminated and decorated as never before in history. A special effort will be made to have the city lighting department extend material aid in the way of electrical illumination of the streets and the city hall.

Thousands of Flags To Be Used. The \$10,000 for decorations which the council approved will include \$1,500 for the arch and most of the remainder will go for flags, bunting, shields, and streamers. Thirty thousand yards of red, white and blue bunting will be required for the committee's decorative scheme together with twenty-five large shields and six dozen small ones, and nearly 400 large streamers. Thousands flags, including large Canadian ensign flags, Scottish flags, Irish flags, Union Jacks and one huge Royal Standard will be used in the various decorative effects.

The triumphal arch will be of conventional design. By daylight a mass of gorgeous color, by night it will be ablaze with myriad lights. In huge letters stretching across the upper facade will be the words: "God Save the King," while below them will appear the legend: "Calgary Welcomes Their Royal Highnesses."

Formal Welcome to the City. The archway will be closed by a pair of decorative gates operated by electricity. When their Royal Highnesses and retinue are received at the station by the mayor, reception committee and other distinguished citizens, they will proceed down Centre street to the arch. When Mayor Mitchell presses the button, the gates will swing open and the governor general and his party will be officially welcomed into the city.

It is proposed to take \$2,000 of the sum appropriated for the decoration out of the fund maintained for receptions, etc., and the remainder out of the general fund of the city.

CLARESHOLM CONSERVATIVES TO PROTEST ELECTION OF HON. MALCOLM MCKENZIE

LETHBRIDGE, July 26.—That the election of Hon. Malcolm McKenzie in the Clareholm district would be protested on the grounds of bribery and corruption, was information given out last evening. A detective has been at work for several days in the vicinity of Granum and it is alleged he secured sufficient evidence to unseat the member. The papers must be filed by Monday next.

SONS OF ENGLAND FUNERAL. All members of the Sons of England are asked to attend the funeral of the late Bro. H. White on Sunday afternoon at 2:30 o'clock. Brothers will meet in F. O. G. Hall at 2 p.m. sharp. Funeral from Shaver's parlors at 2:30 p.m. B. B. GALE, Secretary.

WHAT THE GREAT WEST DID YESTERDAY

In Calgary: Ground broken on new immigration hall. Harley harvest commenced yesterday in Canadian Pacific irrigation block, east of Calgary. The crop is the best in years.

In Edmonton: Construction commenced on the new Mounted Police barracks; cost \$20,000.

In Vancouver: Building permit issued for a six-story block; cost \$50,000. Also a five-story block; cost \$85,000.

In Saskatoon: Steel wagon factory announced for Saskatoon. Output 4,000 wagons a year. Capitalized at \$200,000. Extensive factory; immediate erection.

JOSEPH LONG DROWNED, MADE GALLANT FIGHT WITH RAGING WATER

While attempting to ford the swollen Elbow river in the Spring bank country, Joseph Long, 24 years old, was drowned Wednesday morning and a companion named McClinton, narrowly escaped the same fate. Long was the son of James Long, a rancher.

The two young men attempted to drive across the Elbow river which was running very high due to the recent rains. One horse slipped on a stone and pulled the other horse down. The wagon started to float down the river which was running very plank and managed to paddle ashore, but Long, who was a good swimmer, was lost. It is thought that he probably was struck on the head and rendered unconscious when the outfit overturned.

Dr. Costello, coroner, went to the scene and found that the body had been recovered by members of the R.N.W.M.P. The facts were so evident that an inquest was unnecessary.

GEO. IRISH, WINNIPEG OLD TIMER, PASSES AWAY

George Irish, contractor and Winnipeg pioneer, died today after a brief illness. He was born at Yorker, Ont., in 1854, and for many years carried on a contracting business in Toronto.

RELATIONSHIP BETWEEN CANADA AND ENGLAND IS MORE THAN MERE SENTIMENT

Prominent British Journal Urges Premier Asquith and Winston Churchill to Return to Canada with Premier Borden

LONDON, July 26.—The Daily Mail, in regard to the suggestion that the members of the Imperial government should visit the Dominion of Canada on Mr. Borden's return in order to be present when the naval announcement was made, makes the following comment: "If Premier Asquith and Winston Churchill could be persuaded to make the voyage on board a British battleship they would not merely be discharging a public obligation but also paying a graceful compliment to our fellow citizens on the other side of the Atlantic. Their visit might be made the occasion for a dramatic demonstration which would remove the impression to which envious critics still say that the union between Britain and her Dominions is a union of hearts and not of hands; of sentiment and not of effort. It is a good opportunity for the British ministers to bring back with them not only memories and enthusiasm but confidence in the navy."

SOLDIERS AND POLICE CALLED OUT TO PROTECT PROPERTY OF G. T. P.

Altogether Three Thousand Construction Men Are Out on Strike Called By Industrial Workers of World—Police Sent to Prevent Violence

Edmonton, July 26.—A company of soldiers and a detachment of police were today dispatched to the scene of the construction work on the G.T.P. in the Rocky mountains, where a strike has been inaugurated by the Industrial Workers of the World. The troops will protect the company's property. It was announced tonight that 1,000 additional men had joined the 2,000 who quit work yesterday. Railway officials claim that no demand has been made on the contractors for advances in wages.