

THE ALBERTAN

W. M. DAVIDSON President and Editor-in-Chief
A. A. MOORE Business Manager
W. W. CHEELY Managing Editor
MORNING ALBERTAN
Per Year \$3.00
Per Month .25
Per Copy .05
WEEKLY ALBERTAN
Per Year \$1.00
TELEPHONES
EDITOR-IN-CHIEF 2156
BUSINESS OFFICE 2155
SOCIETY EDITOR 2153
SPORTING EDITOR 2152
NEWS EDITOR 2151

FRIDAY, JULY 19, 1912

THE GAS IS HERE

The turning on of the natural gas from Bow Island, the first demonstration of which took place eight months ago, marked an epoch in the history of Calgary.
If all or even a good measure of what has been promised by the promoters of the enterprise is realized, history may be expected to recite that the industrial development of Calgary dated from the day the gas became available in the city.

PREPARE FOR CAR SHORTAGE

As the season for the annual car shortage approaches it is timely that warning be sounded to those most vitally interested, the growers of grain and users of fuel, to take thought of the situation they will find themselves in when the threshing season begins.

The railroads have announced their intention of endeavoring to cope with the grain handling situation much better than they ever have been able to do in the past by providing all the additional motive power and rolling stock possible for them to assemble by the time it will be required and without doubt they will do their utmost to fulfill their promises.

There can be no gainsaying the desire of the railroad companies to move the grain crop expeditiously if for no other reason than self interest—and railroads usually strive to serve their best interests—but it must be remembered that there is a limit to the number of locomotives and cars the railroads are able to build and purchase in a season and it must also be remembered that unless all the signs of the times go wrong there will be a most prodigious crop to handle while at the same time, with the enormous increase in population of the year, there will be a very large increase in the amount of coal to be handled in order to insure the comfort of the inhabitants of the grain provinces during the winter which follows the threshing season so closely. The coal and grain will have to be handled at the same time and in addition, with the prevalent prosperity, general throughout the west, there will be an enormous increase in all other kinds of traffic.

At this distance from the car shortage season, which means, of course, the big freight moving season, it seems to The Albertan that it is inevitable that a freight blockade and car shortage combined, is ahead of the west, for it seems to us that if the railroads could provide ten times the equipment they will be able to, they could not supply all the cars that will be needed or move all the freight the west will require to have moved during the last three months of the year.

The Albertan does not in the least question the good faith of the railroads, nor do we doubt that public bodies and others interested in the avoidance of complications, will do all they are able to do, but we do not believe they will be altogether successful and we would therefore urge with all possible emphasis upon shippers to look ahead and do all they may be able to do to relieve a situation which we believe they are bound to be confronted with.

It has always been useless, and perhaps is now, to urge the coal dealers to stock up in advance or householders to lay in a winter supply of coal, yet would we urge that it be done to as great an extent as possible.

And the farmers themselves can do much to help out the situation. In the light of the experience of last year we believe it behooves every farmer who can possibly do so, to provide storage at home for at least a portion of his grain.

Other shippers, also, we would urge to look ahead and so far as possible, make provision for their late fall shipments with a view of having them out of the way.

If these things are done, shippers will accomplish much for themselves and materially assist the railroads to meet the situation, while the great losses of last season may be obviated.

CERTAINLY IT'S TREASONABLE

Those of us who grew, oh, so weary during the last federal election of constantly reiterated re-election upon our loyalty because we believed we could see large advantage to Canada in less restricted trade opportunities, can appreciate this delightfully sarcastic treatment of the subject by The Edmonton Bulletin:

The government have hired a grain-drying plant from the Armour Company of Chicago and are towing it up to Fort William, where it will be used to treat grain which was injured by exposure during the winter. Nothing funnier than this has probably happened yet, if one could only ignore the serious consequences of the folly. The ministers declined to

allow the farmers last fall to sell this grain where it could have been sold and where the prices have ruled steadily higher than on this side of the boundary. The farmers, unable to ship the grain to the only market remaining to them, were forced to house it, or leave it unhusked, through the winter, according to their circumstances. Naturally, this did not improve the quality of a large proportion of the grain. And now the government, in an effort to repair the damage they have done, are towing up a grain-drying plant from Chicago in the middle of 1912 to treat grain of 1911. If Canadian talent ran in that direction, the application of the restriction policy to the grain trade would surely be immortalized in a comic opera. Run Canadian wheat through a Yankee drying plant? For shame! Where is the Canadian maker or owner of drying plants who will not lift his voice against this base betrayal of the Empire; this treacherous trucking to a foreign firm?

ACTION VERSUS BUNKUM.

(From the Toronto Star.)

The London Daily Express, we are informed, makes great play with Hon. G. E. Foster's telling message to England from Canada, delivered at a great gathering of peers and members of parliament at the Constitutional club, when he asked: "Why give the children's bread to strangers?" One is tempted to ask whether imperial trade is likely to be advanced by action, or by bunkum rhetoric. About fifteen years ago, after a flow of bunkum rhetoric a quiet, businesslike man named William S. Fielding came to the house of commons and announced that British manufacturers would be admitted into Canada at three-fourths of the regular duties. Two years later the British preference was increased to two-thirds. At once the question of preferential trade, which had been an elegant pastime for gentlemen of leisure, became practical. Something had been done. British trade with Canada, which had declined from \$43,000,000 to \$29,400,000 under the last six years of bunkum rhetoric rose from \$29,400,000 to nearly \$110,000,000 under the Fielding tariff. There is the result of action.

Now as a result of the election of September 21, 1911, action gives place once more to bunkum rhetoric. What, in the name of truth and common sense, does Mr. Foster mean by "giving the children's bread to strangers"? Great Britain refuses to tax her children's bread. Mr. Foster wants it taxed for our benefit, as he imagines—probably still more for the benefit of wealthy English landowners.

Apparently, in Mr. Foster's opinion, the children to be considered are not the poor little waifs of London, but the wealthy, thriving colonies and the British landowning peers. We are the children. We are placed by Mr. Foster in the position of the big boys of the family howling for favors, howling for taxation on the bread of the little children of England. This is his conception of imperialism. It is about time that some real, imperialist should arise and rescue the movement from the gross, sordid materialism into which it is being led by men who lack the first requisites of statesmanship.

EDITORIAL NOTES

An alleged "distinguished scientist" now says that Carlyle, Byron and de Maupassant were men of genius not in spite of but because of disease. But it took more than "bacteria" to produce a "French Revolution," "Childie Harold" or the incomparable short stories of the brilliant French cynic.

Speaking of that odd request that the mayor of Calgary try to locate some turkey eggs for a woman who alleges she paid before delivery, Santa Monica's city council is now wrestling with the problem of loud bleating Billies and Nannies laid before it by irate neighbors of a woman who keeps goats as garden pets.

Let Candidate Wilson beware how he treats "Warwick" Bryan, the president maker! This doth have an ominous sound. "Governor" Wilson expressed the belief that he would see Mr. Bryan "some time this summer." Are events shaping for another Colonel Harvey episode?

Canada seems alive to her town planning opportunities. Vancouver secured Mr. Massey's advice regarding improvements in Stanley park; Calgary university has been laid out by Dunington-Grubb; Toronto has just engaged a Pittsburg engineer to wrestle with her traffic problems, while Ottawa has chosen Noulan Cauchon to prepare plans and contours for the proposed federal district to take in a tract of the territory outside the present city limits.

Was there ever a modern war which partook so much of the open-house as this long drawn out affair between Italy and Turkey? And, by the bye, what has become of that armageddon which was to follow the break in the peace of Europe?

That was an ungenerous and foolish attack that was made upon the Democratic standard bearer the other day by Gen. Dan E. Sickles, one of the few surviving generals of the old federal army, when he declared that because Wilson's forebears fought in the "rebel" army he was "no fit man to occupy the White House." The old general's remarks were treated with that silence they deserved.

Ideas of a Plain Man

By DR. FRANK CRANE

ACCURACY
Why do we ever use the word "perfect"? Did you ever see a perfect thing, ever hear, smell or taste one?

When you say "perfect" you are merely speaking of an idea. There is no perfect flower, tree, horse, or happiness. A revivalist once asked his congregation if any one had ever known or heard of a perfect person. "If so," he cried, "stand up." There was a dramatic pause. Then an old woman in a poke bonnet arose in the rear of the room.

"Ah, sister!" said the evangelist. "And so you know someone who is perfect?"
"No, sir. But I done hear'n o' one."
"Who was that?"
" 'T was my husband's first wife."

Aside from this example of utter perfection there is none on record.
A man once went to John A. Brashear, the famous mechanical expert in Pittsburg, says Mr. Super, and asked him what it would cost to have a bar of glass made that would be absolutely straight. Brashear reflected awhile and then said he could not make one, but he could come quite near it for two hundred thousand dollars. After a few remarks on absolute accuracy by the renowned mechanic the customer concluded that he could get along with a ruler that would be correct to the sixty-fourth of an inch and costing about forty dollars.

LETTERS TO THE EDITOR

Editor, Morning Albertan:

Dear Sir: I shall be obliged if you will give me the opportunity to reply through your columns, as a member of the local corps of the Salvation Army, to one or two of the damaging criticisms Mr. Frost has been kind enough to make regarding our organization in his letter published in the Herald on the 15th inst.

He refers to "the standing of the local member or soldier with the institution which he or she slaves to serve and maintain," and also to the fact that "according to the regulations of the Army, soldiers' meetings must not be allowed to become meetings for discussion or disputes."

Does Mr. Frost intend to insult our intelligence by inferring that "we slave to maintain" this organization, give of our means to support rescue, and pay for our services, and yet return have no voice in its councils, and may under no circumstances express an opinion, or do anything but meekly obey?

Perhaps Mr. Frost has never heard of the Census Board constituted in every corps, composed of its leading soldiers, and which plays a very important part in the local workings of the organization, and is able to bring serious pressure on the Corps Officer in the event of any irregularity. Probably he has not taken the trouble to read the "Regulations of Soldiers," from which I take the following extracts:

Chap. IX, Sec. 4, Par. 5.—"Local officers are to carry out the duties of the position according to the instructions of the Commanding Officer, who have no power to remove them from office, and against whose management they can appeal, they think proper, to the Divisional Officer."

Chap. IX, Sec. 4, Par. 18.—"Every soldier has the privilege of appealing to his superior, and is encouraged to use it, should he be dissatisfied with the conduct or decisions of a Staff Officer, and any enquiry addressed there will receive attention."

No, our soldiers' meetings, then, God, or not held for the purpose of airing our grievances. They are held for serious business to receive instruction and inspiration and to co-operate with one another in the great work which every Christian is called to take part in.

Of the financial part of Mr. Frost's letter, I will leave others more competent than myself to deal with. I would like to say, what authority he has for saying that "since the row the Booth family had over dividing the spoils, the property of the Army was placed in the hands of the different members of the family, etc." Surely the time has gone by when any boy seriously imagines that General Booth, after his lifetime of devotedness to the cause of the poor and suffering all over the world, and honored and blessed by tens of thousands whom he has helped, should have done all this with an ulterior motive, and for the enriching of himself and his family.

Mr. Frost ought to know, but apparently does not that General Booth draws no salary from the funds of the Army, and that under a Deed of Chanery he does not own a cent of Army property, but is simply trustee for the same. Under the terms of this deed the accounts of the Army are published annually, and audited by an independent firm of accountants and signed by them. As regards property in Canada, it is sufficient to say here that the Army in this country has become a corporate body, the whole of the property is held in trust by the governing Council, and not by General Booth, his family, or his commissioners for the time being at the head of the work in this country is chairman of this council.

It is hardly necessary for me to say more here, but will quote the following testimony by a leading firm of solicitors in Toronto regarding "Salvation Army property situated in the Dominion of Canada" (previous to its incorporation). "We have carefully read and considered the Deeds Poll under the trusts of which such property is held, and the provisions and terms of the said deeds show that the said property is held in the name of a trustee for the benefit and use of the Salvation Army, and not a single dollar in value or money, dare be used by the trustee for any purpose except the purposes of the Army." Mr. Frost's testimony can hardly be considered very weighty. He appears to get a good deal of information second-hand, and in the matter of justice it would be as well if he would take the trouble to be better informed.

Yours etc. THOMAS A. BURR, 1158 Boulevard, Broadview.

CALGARY INVITES HOME PLANNING CONVENTION

(Manitoba Free Press.) Mayor Mitchell an Industrial Commissioner Miller will represent this city at the first national conference on town planning in Winnipeg on Monday, Tuesday and Wednesday of this week. They will bear with them an invitation from the city of Calgary and the City Planning Commission inviting the conference to meet in Calgary in 1914.

Calgary has a planning commission not yet a year old, but it has been doing a number of things which, for so young an organization, has brought it into notice. By 1914 there will be erected, it is hoped, the private buildings for a civic centre embracing government, provincial, and city public buildings and a system of parks and parkways along the banks of the Bow and Elbow rivers.

BUSINESS CHANGES IN CITY

Bradstreet's reports the following business changes in the city: Canadian Equipment & Supply company, disposed of Vancouver branch. Mount Pleasant, McCoy & Wiggins, grocers, commenced. Mountview Grocery, grocery, commenced. The Canada Malleable and Steel Range Mfg. Co., Ltd. Opening branch, here.

Hilhurst, B. M. Robinson, drugs, etc. commenced. Harmon & McKay, implements etc. Dissolved partnership, F. G. Harmon continuing.

Watch Repairing of All Kinds—American, English and Swiss. Modelled charges, work legally guaranteed. Dickers, working watchmaker, 21 Eighth avenue east, "Just below the Queens" Phone 2229. Open till 9 every night. 1911-12.

HUDSON'S BAY COMPANY



Sale of Men's Suits

150 Models
Regular up to \$15.00 for \$9.85

Concentrate your thoughts for a moment on the lowness of the price, then associate it with good tweed materials, smart stylish models, and distinctive patterns. When you have done this it will hardly be necessary for us to advise you to come to this sale. You will do so of your own accord and the first we will notice will be that you are walking down the aisle with a new suit on your back or under your arm and the satisfied look on your face of a man who has got a bargain. Regular up to \$15.00. Today and tomorrow \$9.85

Men's Negligee Shirts

Regular 75c and \$1.00 for 45c

Such a price favor as this is worthy of the attention of every economical man. Just think for a minute of the lowness of the price and the good quality that is embodied in these Shirts even at regular prices, and it will dawn on you that this is an offering that you cannot afford to miss. In striped, plain and checked designs; wide assortment of colors; sizes 14 to 17. Regular 75c and \$1.00. Friday and Saturday 45c

Laces & Embroideries Half Price

At half price these laces and embroideries should sell like hotcakes. They comprise a collection of clearing lines which must not go on the inventory sheets. Half price will clear them in short order. The collection contains an assortment of Valenciennes Laces and Insertions, also Swiss Embroidery Edgings and Bandings. Tomorrow, HALF PRICE.

Writing Pads 3 for 25c

A special line that we received from our wholesale branch at Winnipeg. They have 80 sheets of cream laid paper and are 8 inches long by 5 wide. Special 3 for 25c

School Scribblers 25c & 30c Veilings for 15c a yard

Better lay in a good supply now, mothers, and save money later on. The scribblers have 80 sheets of smooth writing paper and can be had in plain or ruled, 100 only. Regular 30c each. Special today 10c 3 for 25c
The accumulation of these short ends of Veilings affords you an opportunity to buy them at 15c a yard instead of 25c and 30c, as formerly. In plain mesh, chenille and spot designs. Colors, black, brown and navy. Regular 25c and 30c 15c a yard. Today 15c

Enamel Belt Pins

Regular \$1.00 85c for 6 dozen only; \$1.00, for 85c

Beautiful Belt Pins that are good value even at one dollar, will sell today at 85c. These are the genuine bloisonne enamel Belt Pins and have stripe design, with maple leaf emblem or Dominion coat-of-arms. In the oblong shape; 6 dozen only; \$1.00, for 85c

Women's Lingerie Dresses

Regular \$4.25 to \$20.00 for \$3.95
On no occasion before this season has \$3.95 been able to purchase such pretty dresses as it will do today. Commencing at 9 a.m. we will offer about 50 dresses to clear at this small price.
The unseasonable weather of the past few weeks and the proximity of stocktaking has prompted this sale, and we are making this great price reduction in order to effect a clearance before the latter event comes round. They are made of fine lawns, muslins, marquisettes, and allover embroideries. Some are trimmed with lace and insertion, others with the same and medallions and tuckings. Colors, mostly white, a few of pink, lavender and sky. Regular prices are mostly \$6.00 to \$10.00. About 9 at \$4.25, and about 6 ranging up to \$20.00; all sizes in the lot.

Today's Grocery News

- FINEST SHELLED WALNUTS - Today special, 1 lb. 40c
ROBERTSON'S APRICOT JAM - 7 lb tin, today special \$1.15
LYLE'S GOLDEN SYRUP, 2 lb. tin, today special, 3 for 35c
CROSS FISH SARDINES, Today special 5 tins for 55c
SUGAR B. C., 20 lb. sack, Today special, \$1.20
TEA H. B. C. 9, English Breakfast, today special, 3 lb. tin \$1.35
BAKER'S COOKING CHOCOLATE, LATE, today 1 1/2 lb. cake 20c
LEMONS—California, today, doz. 30c
RASPBERRIES RED CURRANTS, CHERRIES, APRICOTS, PEACHES, PLUMS AND BLACK CURRANTS at lowest prices.
PROVISION COUNTER HARRIS IMPORTED, WILTSHIRE BACON, fresh shipments arriving weekly. LUNCH TONGUE—1 lb. tin today \$1.35
McLAREN'S IMPERIAL CHEESE—Small, today, 25c
HAMS—Choice, today, a lb. 21c
BACON—Choice, today lb. 23c
Grocery Phone 6131

The Burglar's Talisman
Coal is used for other than heating purposes. For centuries a piece of coal carried on the person has been held to bring good luck. This belief still survives among burglars. They invariably carry a small piece of coal with them when they start out on an expedition. The more successful they are and the greater their good luck in a "ding cap" the more highly do they prize their talisman. This belief in the virtues of coal is accounted for in the old superstition, traceable to sunworship, of regarding any object associated with fire as an emblem of the solar rays and a preservative against evil spirits—London Chronicle.
Expert to Plan Government Buildings
Ottawa, July 15.—While the prime minister is in England he will likely engage an expert of outstanding prominence to come to Ottawa and report as to the layout of the proposed government buildings on the Wellington street site.

Sale
Children's
Price
made to clear
during the
season. It is still
in stock and
up to 5 years,
\$19.99 and for
ce
ction
The turning on of the natural gas from Bow Island, the first demonstration of which took place eight months ago, marked an epoch in the history of Calgary.
If all or even a good measure of what has been promised by the promoters of the enterprise is realized, history may be expected to recite that the industrial development of Calgary dated from the day the gas became available in the city.
No doubt the coming of the gas carries a large measure of good for Calgary and if its use proves, as economical as we are assured it will, the benefits will be large indeed.
PREPARE FOR CAR SHORTAGE
As the season for the annual car shortage approaches it is timely that warning be sounded to those most vitally interested, the growers of grain and users of fuel, to take thought of the situation they will find themselves in when the threshing season begins.
The railroads have announced their intention of endeavoring to cope with the grain handling situation much better than they ever have been able to do in the past by providing all the additional motive power and rolling stock possible for them to assemble by the time it will be required and without doubt they will do their utmost to fulfill their promises.
There can be no gainsaying the desire of the railroad companies to move the grain crop expeditiously if for no other reason than self interest—and railroads usually strive to serve their best interests—but it must be remembered that there is a limit to the number of locomotives and cars the railroads are able to build and purchase in a season and it must also be remembered that unless all the signs of the times go wrong there will be a most prodigious crop to handle while at the same time, with the enormous increase in population of the year, there will be a very large increase in the amount of coal to be handled in order to insure the comfort of the inhabitants of the grain provinces during the winter which follows the threshing season so closely. The coal and grain will have to be handled at the same time and in addition, with the prevalent prosperity, general throughout the west, there will be an enormous increase in all other kinds of traffic.
At this distance from the car shortage season, which means, of course, the big freight moving season, it seems to The Albertan that it is inevitable that a freight blockade and car shortage combined, is ahead of the west, for it seems to us that if the railroads could provide ten times the equipment they will be able to, they could not supply all the cars that will be needed or move all the freight the west will require to have moved during the last three months of the year.
The Albertan does not in the least question the good faith of the railroads, nor do we doubt that public bodies and others interested in the avoidance of complications, will do all they are able to do, but we do not believe they will be altogether successful and we would therefore urge with all possible emphasis upon shippers to look ahead and do all they may be able to do to relieve a situation which we believe they are bound to be confronted with.
It has always been useless, and perhaps is now, to urge the coal dealers to stock up in advance or householders to lay in a winter supply of coal, yet would we urge that it be done to as great an extent as possible.
And the farmers themselves can do much to help out the situation. In the light of the experience of last year we believe it behooves every farmer who can possibly do so, to provide storage at home for at least a portion of his grain.
Other shippers, also, we would urge to look ahead and so far as possible, make provision for their late fall shipments with a view of having them out of the way.
If these things are done, shippers will accomplish much for themselves and materially assist the railroads to meet the situation, while the great losses of last season may be obviated.
CERTAINLY IT'S TREASONABLE
Those of us who grew, oh, so weary during the last federal election of constantly reiterated re-election upon our loyalty because we believed we could see large advantage to Canada in less restricted trade opportunities, can appreciate this delightfully sarcastic treatment of the subject by The Edmonton Bulletin:
The government have hired a grain-drying plant from the Armour Company of Chicago and are towing it up to Fort William, where it will be used to treat grain which was injured by exposure during the winter. Nothing funnier than this has probably happened yet, if one could only ignore the serious consequences of the folly. The ministers declined to
Sale
Children's
Price
made to clear
during the
season. It is still
in stock and
up to 5 years,
\$19.99 and for
ce
ction
The turning on of the natural gas from Bow Island, the first demonstration of which took place eight months ago, marked an epoch in the history of Calgary.
If all or even a good measure of what has been promised by the promoters of the enterprise is realized, history may be expected to recite that the industrial development of Calgary dated from the day the gas became available in the city.
No doubt the coming of the gas carries a large measure of good for Calgary and if its use proves, as economical as we are assured it will, the benefits will be large indeed.
PREPARE FOR CAR SHORTAGE
As the season for the annual car shortage approaches it is timely that warning be sounded to those most vitally interested, the growers of grain and users of fuel, to take thought of the situation they will find themselves in when the threshing season begins.
The railroads have announced their intention of endeavoring to cope with the grain handling situation much better than they ever have been able to do in the past by providing all the additional motive power and rolling stock possible for them to assemble by the time it will be required and without doubt they will do their utmost to fulfill their promises.
There can be no gainsaying the desire of the railroad companies to move the grain crop expeditiously if for no other reason than self interest—and railroads usually strive to serve their best interests—but it must be remembered that there is a limit to the number of locomotives and cars the railroads are able to build and purchase in a season and it must also be remembered that unless all the signs of the times go wrong there will be a most prodigious crop to handle while at the same time, with the enormous increase in population of the year, there will be a very large increase in the amount of coal to be handled in order to insure the comfort of the inhabitants of the grain provinces during the winter which follows the threshing season so closely. The coal and grain will have to be handled at the same time and in addition, with the prevalent prosperity, general throughout the west, there will be an enormous increase in all other kinds of traffic.
At this distance from the car shortage season, which means, of course, the big freight moving season, it seems to The Albertan that it is inevitable that a freight blockade and car shortage combined, is ahead of the west, for it seems to us that if the railroads could provide ten times the equipment they will be able to, they could not supply all the cars that will be needed or move all the freight the west will require to have moved during the last three months of the year.
The Albertan does not in the least question the good faith of the railroads, nor do we doubt that public bodies and others interested in the avoidance of complications, will do all they are able to do, but we do not believe they will be altogether successful and we would therefore urge with all possible emphasis upon shippers to look ahead and do all they may be able to do to relieve a situation which we believe they are bound to be confronted with.
It has always been useless, and perhaps is now, to urge the coal dealers to stock up in advance or householders to lay in a winter supply of coal, yet would we urge that it be done to as great an extent as possible.
And the farmers themselves can do much to help out the situation. In the light of the experience of last year we believe it behooves every farmer who can possibly do so, to provide storage at home for at least a portion of his grain.
Other shippers, also, we would urge to look ahead and so far as possible, make provision for their late fall shipments with a view of having them out of the way.
If these things are done, shippers will accomplish much for themselves and materially assist the railroads to meet the situation, while the great losses of last season may be obviated.
CERTAINLY IT'S TREASONABLE
Those of us who grew, oh, so weary during the last federal election of constantly reiterated re-election upon our loyalty because we believed we could see large advantage to Canada in less restricted trade opportunities, can appreciate this delightfully sarcastic treatment of the subject by The Edmonton Bulletin:
The government have hired a grain-drying plant from the Armour Company of Chicago and are towing it up to Fort William, where it will be used to treat grain which was injured by exposure during the winter. Nothing funnier than this has probably happened yet, if one could only ignore the serious consequences of the folly. The ministers declined to
Sale
Children's
Price
made to clear
during the
season. It is still
in stock and
up to 5 years,
\$19.99 and for
ce
ction
The turning on of the natural gas from Bow Island, the first demonstration of which took place eight months ago, marked an epoch in the history of Calgary.
If all or even a good measure of what has been promised by the promoters of the enterprise is realized, history may be expected to recite that the industrial development of Calgary dated from the day the gas became available in the city.
No doubt the coming of the gas carries a large measure of good for Calgary and if its use proves, as economical as we are assured it will, the benefits will be large indeed.
PREPARE FOR CAR SHORTAGE
As the season for the annual car shortage approaches it is timely that warning be sounded to those most vitally interested, the growers of grain and users of fuel, to take thought of the situation they will find themselves in when the threshing season begins.
The railroads have announced their intention of endeavoring to cope with the grain handling situation much better than they ever have been able to do in the past by providing all the additional motive power and rolling stock possible for them to assemble by the time it will be required and without doubt they will do their utmost to fulfill their promises.
There can be no gainsaying the desire of the railroad companies to move the grain crop expeditiously if for no other reason than self interest—and railroads usually strive to serve their best interests—but it must be remembered that there is a limit to the number of locomotives and cars the railroads are able to build and purchase in a season and it must also be remembered that unless all the signs of the times go wrong there will be a most prodigious crop to handle while at the same time, with the enormous increase in population of the year, there will be a very large increase in the amount of coal to be handled in order to insure the comfort of the inhabitants of the grain provinces during the winter which follows the threshing season so closely. The coal and grain will have to be handled at the same time and in addition, with the prevalent prosperity, general throughout the west, there will be an enormous increase in all other kinds of traffic.
At this distance from the car shortage season, which means, of course, the big freight moving season, it seems to The Albertan that it is inevitable that a freight blockade and car shortage combined, is ahead of the west, for it seems to us that if the railroads could provide ten times the equipment they will be able to, they could not supply all the cars that will be needed or move all the freight the west will require to have moved during the last three months of the year.
The Albertan does not in the least question the good faith of the railroads, nor do we doubt that public bodies and others interested in the avoidance of complications, will do all they are able to do, but we do not believe they will be altogether successful and we would therefore urge with all possible emphasis upon shippers to look ahead and do all they may be able to do to relieve a situation which we believe they are bound to be confronted with.
It has always been useless, and perhaps is now, to urge the coal dealers to stock up in advance or householders to lay in a winter supply of coal, yet would we urge that it be done to as great an extent as possible.
And the farmers themselves can do much to help out the situation. In the light of the experience of last year we believe it behooves every farmer who can possibly do so, to provide storage at home for at least a portion of his grain.
Other shippers, also, we would urge to look ahead and so far as possible, make provision for their late fall shipments with a view of having them out of the way.
If these things are done, shippers will accomplish much for themselves and materially assist the railroads to meet the situation, while the great losses of last season may be obviated.
CERTAINLY IT'S TREASONABLE
Those of us who grew, oh, so weary during the last federal election of constantly reiterated re-election upon our loyalty because we believed we could see large advantage to Canada in less restricted trade opportunities, can appreciate this delightfully sarcastic treatment of the subject by The Edmonton Bulletin:
The government have hired a grain-drying plant from the Armour Company of Chicago and are towing it up to Fort William, where it will be used to treat grain which was injured by exposure during the winter. Nothing funnier than this has probably happened yet, if one could only ignore the serious consequences of the folly. The ministers declined to
Sale
Children's
Price
made to clear
during the
season. It is still
in stock and
up to 5 years,
\$19.99 and for
ce
ction
The turning on of the natural gas from Bow Island, the first demonstration of which took place eight months ago, marked an epoch in the history of Calgary.
If all or even a good measure of what has been promised by the promoters of the enterprise is realized, history may be expected to recite that the industrial development of Calgary dated from the day the gas became available in the city.
No doubt the coming of the gas carries a large measure of good for Calgary and if its use proves, as economical as we are assured it will, the benefits will be large indeed.
PREPARE FOR CAR SHORTAGE
As the season for the annual car shortage approaches it is timely that warning be sounded to those most vitally interested, the growers of grain and users of fuel, to take thought of the situation they will find themselves in when the threshing season begins.
The railroads have announced their intention of endeavoring to cope with the grain handling situation much better than they ever have been able to do in the past by providing all the additional motive power and rolling stock possible for them to assemble by the time it will be required and without doubt they will do their utmost to fulfill their promises.
There can be no gainsaying the desire of the railroad companies to move the grain crop expeditiously if for no other reason than self interest—and railroads usually strive to serve their best interests—but it must be remembered that there is a limit to the number of locomotives and cars the railroads are able to build and purchase in a season and it must also be remembered that unless all the signs of the times go wrong there will be a most prodigious crop to handle while at the same time, with the enormous increase in population of the year, there will be a very large increase in the amount of coal to be handled in order to insure the comfort of the inhabitants of the grain provinces during the winter which follows the threshing season so closely. The coal and grain will have to be handled at the same time and in addition, with the prevalent prosperity, general throughout the west, there will be an enormous increase in all other kinds of traffic.
At this distance from the car shortage season, which means, of course, the big freight moving season, it seems to The Albertan that it is inevitable that a freight blockade and car shortage combined, is ahead of the west, for it seems to us that if the railroads could provide ten times the equipment they will be able to, they could not supply all the cars that will be needed or move all the freight the west will require to have moved during the last three months of the year.
The Albertan does not in the least question the good faith of the railroads, nor do we doubt that public bodies and others interested in the avoidance of complications, will do all they are able to do, but we do not believe they will be altogether successful and we would therefore urge with all possible emphasis upon shippers to look ahead and do all they may be able to do to relieve a situation which we believe they are bound to be confronted with.
It has always been useless, and perhaps is now, to urge the coal dealers to stock up in advance or householders to lay in a winter supply of coal, yet would we urge that it be done to as great an extent as possible.
And the farmers themselves can do much to help out the situation. In the light of the experience of last year we believe it behooves every farmer who can possibly do so, to provide storage at home for at least a portion of his grain.
Other shippers, also, we would urge to look ahead and so far as possible, make provision for their late fall shipments with a view of having them out of the way.
If these things are done, shippers will accomplish much for themselves and materially assist the railroads to meet the situation, while the great losses of last season may be obviated.
CERTAINLY IT'S TREASONABLE
Those of us who grew, oh, so weary during the last federal election of constantly reiterated re-election upon our loyalty because we believed we could see large advantage to Canada in less restricted trade opportunities, can appreciate this delightfully sarcastic treatment of the subject by The Edmonton Bulletin:
The government have hired a grain-drying plant from the Armour Company of Chicago and are towing it up to Fort William, where it will be used to treat grain which was injured by exposure during the winter. Nothing funnier than this has probably happened yet, if one could only ignore the serious consequences of the folly. The ministers declined to
Sale
Children's
Price
made to clear
during the
season. It is still
in stock and
up to 5 years,
\$19.99 and for
ce
ction
The turning on of the natural gas from Bow Island, the first demonstration of which took place eight months ago, marked an epoch in the history of Calgary.
If all or even a good measure of what has been promised by the promoters of the enterprise is realized, history may be expected to recite that the industrial development of Calgary dated from the day the gas became available in the city.
No doubt the coming of the gas carries a large measure of good for Calgary and if its use proves, as economical as we are assured it will, the benefits will be large indeed.
PREPARE FOR CAR SHORTAGE
As the season for the annual car shortage approaches it is timely that warning be sounded to those most vitally interested, the growers of grain and users of fuel, to take thought of the situation they will find themselves in when the threshing season begins.
The railroads have announced their intention of endeavoring to cope with the grain handling situation much better than they ever have been able to do in the past by providing all the additional motive power and rolling stock possible for them to assemble by the time it will be required and without doubt they will do their utmost to fulfill their promises.
There can be no gainsaying the desire of the railroad companies to move the grain crop expeditiously if for no other reason than self interest—and railroads usually strive to serve their best interests—but it must be remembered that there is a limit to the number of locomotives and cars the railroads are able to build and purchase in a season and it must also be remembered that unless all the signs of the times go wrong there will be a most prodigious crop to handle while at the same time, with the enormous increase in population of the year, there will be a very large increase in the amount of coal to be handled in order to insure the comfort of the inhabitants of the grain provinces during the winter which follows the threshing season so closely. The coal and grain will have to be handled at the same time and in addition, with the prevalent prosperity, general throughout the west, there will be an enormous increase in all other kinds of traffic.
At this distance from the car shortage season, which means, of course, the big freight moving season, it seems to The Albertan that it is inevitable that a freight blockade and car shortage combined, is ahead of the west, for it seems to us that if the railroads could provide ten times the equipment they will be able