

# THE MORNING ALBERTAN

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ELEVENTH YEAR—NO. 113



THEY ALL DO IT

## MUNICIPAL TELEPHONE SUGGESTED

### Dissatisfied With Service Given By Provincial System. Board of Trade Discusses a Municipally Owned Telephone

A MUNICIPAL telephone system may be used as a club to bring the tardy provincial government to a realization of the fact that Calgary must have a better service at once if suggestions heard yesterday at the board of trade meeting are taken up. Vice-president J. W. Campbell was the leader of the suggestions for a municipal telephone plant, in the discussion on the report of the telephone committee. The committee submitted correspondence with Premier Sifton covering some months tending to show that the government's promises had not been carried out.

### Cites Other Municipal Projects

Mr. Campbell pointed out the success Calgary has had in operating other public utilities and suggested that the city might well go into the telephone business also. He questioned Alderman R. S. Whaley, who was present, as to whether the original Bell Telephone franchise purchased by the government, was a monopoly excluding other lines from operation. Alderman Whaley said he did not know. The alderman injected some humor into the discussion when he remarked:

"Judging from the statements in The Albertan and The News Telegram concerning the city government, the city can not handle its own business now."

### Matter Will Be Considered

No action was taken on the suggestions but the committee will look into the franchise matter and more will be heard on the subject. While the committee report tends to blame Premier Sifton for the delay, all the members of the board of trade are not agreed on the subject.

"I voted for the committee's recommendation to lay all the correspondence before the public," said Mr. W. H. Berkinshaw, who attended the meeting, "but I think there is considerable to be said on the other side. It appears to me that the government has been doing all it can in the matter. Conditions are peculiar here in Calgary, with the city growing so rapidly and extensions demanded faster than they can be made. We must remember that the government has put in 1,000 phones this year, 500 for the central district and 500 to relieve the congestion in the west end. It is plain that no more extensions can be made until the new building is finished and I understand work on it is going right along."

The gist of the committee's report is contained in the following paragraphs: "In view of the conflicting statements and the uncertainty which attends such matters, your committee recommends individual and frequent applications for telephone service, and that the action be considered allowed to proceed to light through the press, that the city should be allowed to supply the fullest public utility, in an effort made to meet the existing conditions of affairs."

### Reviews Premier's Promises

The report of the committee recites the occasion when a sub-committee of Premier Sifton on the subject visited Calgary in January and there says the following promises were obtained at that time:

"That 1,000 phones would be installed within six weeks of January 29, 1912, the date of the interview."

"That arrangements had been made for further facilities which would preclude any possibility of a further telephone famine in Calgary."

"Definitely that 2,000 new phones referred to in the preceding paragraph would be in Calgary by July 1912."

"The committee, realizing that the city correspondence showing that these promises were not kept, in this case, is cited a letter sent on July 16, 1912, to Premier Sifton. This letter calls attention to his promises of January 29, and credits the same with the following statements at that time, as follows:

"You stated that half of the thousand and one hundred phones had been shipped, and that the other half would be shipped within the week. You said you had the promise of the shipping company that the entire 1,000 phones would be installed six weeks from date. You further said that the government had made such arrangements for further facilities as would preclude the possibility of another telephone famine in Calgary. Being pleased to explain in further detail the following information was given to you at that time:

"Our delegates received your renewed assurance of 2,000 more phones by July 1912, and regards this promise as the most concrete and valuable of its kind."

"This information was received with every expression of satisfaction."

"It is worthy of notice that at the time of this investigation, we learned that your Calgary office was in possession of approximately 100 contracts which were estimated to represent 500 to 600 actual persons desirous of having phone connections, the balance not putting in their good money to lie idle for so many months."

"We know that there are 150 contracts in the Calgary office, and if we are to judge from past experience, the actual total needs today are five or six times that number, and certainly the expressions of dissatisfaction at this shortage support this assumption."

### Congested Districts Pointed Out

"This board used your promises as outlined above to the fullest extent to satisfy the continued complaints, but it is very doubtful if they will be valued in face of these facts, namely:

"That the 150 contracts are already ahead of other applicants."

"That the old building is used up to its fullest capacity."



"Of all sad thoughts of tongue and pen The saddest are these: It might have been."

## THREE MEN KILLED AND SEVERAL INJURED IN SPECTACULAR WRECK ON THE I.C.R.

### Cars of Maritime Express Were Piled Up on Both Sides of Track, Two of Them Heaped on Top of Locomotive; Fireman Killed When Engine Rolled into Lake

## ROAD BED IS SAID TO RESEMBLE A PLOUGHED FIELD

Halifax, N.S., July 10.—Three men killed and two more injured is the toll of one of the most spectacular wrecks in the history of the I.C.R. The Maritime Express smashed up at Grand Lake station this afternoon, and piled up on both sides of the track, the engine and express and mail cars taking a plunge in the lake, and the mail and baggage cars piling up at right angles, the first leading to the main road above the second, swinging with a dangerous angle over the bank.

On the locomotive, No. 406, were: Jas. Clarke and Fireman Peter McGill, of Halifax, who went to their death, Clarke being found in the cab of his engine, crushed and scalded and with his skull crushed in.

### Man Under Engine

Fireman McGill's body has not been found, and it is presumed that he is under the engine in Grand Lake. A tramp, who was riding the blind baggage, lies on the roadside dead, his body being crushed and mangled. He had been put off at Shubenacadie and circled around as the train started, regaining his position on the blind baggage. The scene of the disaster baffles description.

The locomotive lies in a reverse position at the foot of the embankment, almost submerged, having taken a complete turnover and heading in the opposite direction.

The mail and express cars lie on top of the engine, trucks in the air, with the roof crushed in. A little further up, and hanging from the main line, head downward to the lake, is the baggage car from which Andrew McKim was taken, seriously hurt, cut in the head and over the eyes, and suffering greatly from the shock. The express messenger was badly cut, his arm and thumb broken, yet he refused to leave his safe with its valuable contents.

### Several Badly Hurt

Thomas Keith, postal clerk, of Halifax, was hurt, and a commercial traveler for the boot and shoe firm of Robert Taylor and company, Halifax, was seriously injured. He had just opened his sample case in the baggage car when the crash came.

### DOMINION TELEGRAPH CO. HOLDS ANNUAL MEETING

Toronto, July 10.—Sir Henry M. Pellatt presided today over the annual meeting of the Dominion Telegraph company, at which all the old directors were re-elected. The financial statement indicated that the total assets were: profit and loss account of \$29,299,357, 962,284, leaving a balance carried to the profit and loss account of \$28,299,357.

## FIRE IN TILBURY, ONTARIO, WAS DISASTROUS

Chatham, Ont., July 10.—A fire at Tilbury yesterday destroyed Bennett & Prendergast's livery stable, Mathers' grist mill, and the town pumping plant, with a loss of nearly \$22,000, partly insured. Fifteen horses perished in the livery stable.

The passengers in the second and first class cars and the Pullman received a great shaking up, but escaped serious injuries. The telegraph poles on both sides of the track were put out of commission, making it difficult to get word for relief, while a heavy electric storm in the vicinity of Halifax put the telephone wires in bad shape.

### Relief Trains Sent

Relief trains left Toronto and Halifax within twenty minutes of the receipt of the receipt of the news. On one of these was Superintendent Halliday, Trackmaster Ormiston and a crew of men. Men were picked up along the line, and Dr. McLean got aboard at Shubenacadie, and was busy attending to the injured at the wreck.

The body of Driver Clark was conveyed to Halifax by Train No. 15, which was at Windsor Junction at the time of the accident, and returned to the city under the direction of the dispatcher, Conductor Berry, the Maritime Express, who, though injured, returned to the city on No. 13, Conductor James Buchanan transferring his charge of Train No. 25 to him. The accident is one of the worst in the history of the railway.

## A Voice From the Tomb; J. Gravity Watson Almost Announces He Will Run for Mayor

By E. C. Dawson

WILL John Gravity Watson be a candidate for mayor? John Gravity refuses to be regarded as "Maud Muller." The things that "might have been," he says, "can be," if he chooses. He declines to pitch his moving tent among the "has-beens." If he wants to "come back" he can and he would like to see the man who says he can't "Plain John," indeed!" says Gravity. "I'm not so sure that I couldn't be 'His Worship the Mayor,' if I wanted." He admits an obstacle—not insuperable, indeed, but formidable. It is not impossible that John Gravity may be a candidate for mayor—but enough of vague hints. "Speak for yourself John," as Priscilla in the poem said to John Alden, who insisted upon speaking for Captain Miles Standish.

"I think I am stronger with the people now than ever," said John. "I am satisfied that the people ought to be satisfied that I resigned."

"If I had remained a member of the council I would have been placed on the investigation committee. Then, when the report was brought in, they would have said that it was Watson and that he was just out to knock those fellows."

"If I wanted the position of mayor I believe I have as good a chance of election now as ever." Now for the difficulty in the way! First of all there is the coy disinclination so characteristic of all candidates for public office; but let that slide and listen to John.

"I'm not sure that the people of Calgary are educated up to having me for mayor," said John. "I would certainly revolutionize things around that city fall in a way that was never dreamed of." John Gravity had also opinions to express concerning those officials who refuse to be "canned."

"I am surprised at Commissioner Clarke and Engineer Child," he said. "Their talk about being the victims of spite is baby talk, and serves only to show that they are incapable of filling the man's job which they are holding on to. They might at least have been expected to act decently and get out."

## OSCAR BEEBE MUST MAKE ANSWER TO CHARGE OF PERJURY

(Special to The Albertan.)  
Lacrosse, Alta., July 10.—Oscar O. Beebe, the complainant in the now celebrated criminal case which was brought to an end in Lacrosse yesterday, was today brought up on a charge of perjury in connection with the case.

After summing up the evidence produced, the accused was sent up for trial at the fall assizes. As, up to the present, he cannot arrange bail, he goes to jail. Crown Prosecutor Russell had charge of the prosecution.

## SASKATCHEWAN PROSPECT FOR GOOD GRAIN CROP IS EXCELLENT

Regina, Sask., July 10.—The prospect for a good crop of grain crops of Saskatchewan according to the seventh telegraphic report issued by the department of agriculture, is excellent.

Crops sown on last year's summer fallow and on spring plowing are showing to the best possible advantage, and have not apparently suffered from the hot and dry weather of the last week of June. Grain sown on stubble has suffered somewhat from the drought.

## BOARD OF TRADE WILL MAKE AN EFFORT TO PREVENT FALL CONGESTION OF GRAIN

Will Collect Data on Distribution of Cars and Place It Before the Dominion Railway Commission, Which Meets in Calgary on July 25

## EVERY PRECAUTION TO BE TAKEN TO HANDLE THE CROP

Statement is Made that Canadian Pacific is Rapidly Removing the Grain Now Stored in the Elevators; the Prospective Bumper Crop Discussed

Taking early steps to avoid, if possible, a repetition of the congestion in the handling of the grain crop by the railways that caused so much trouble last year, the board of trade yesterday appointed a committee to collect data on the distribution of cars and lay it before the Dominion Railway Commission, which meets in this city on July 25, next.

The members of the committee named are Manager E. M. Saunderson of the Canadian Bank of Commerce, Manager L. P. Strong of the Alberta Pacific Elevator company, President W. J. Tregillus of the United Farmers' of Alberta, President E. A. Dagg of the Calgary Board of Trade, W. A. Geoghegan and W. G. Hunt.

### Bumper Crop in Sight

The matter was discussed in detail, those present recognizing the fact that as a bumper crop is in sight in Alberta province, every precaution must be taken to handle it. Fears that there might be insufficient elevator capacity to handle the grain in this vicinity were allayed to some extent by a statement of Vice-President W. J. Campbell, presiding over the meeting, who quoted Mr. L. P. Strong as having said that the Canadian Pacific railway was rapidly removing the grain now stored in the elevators and expected to have them cleared in plenty of time.

Mr. Hunt thought that considerable of the trouble in the shortage of cars was due to the administration of the grain law whereby an individual farmer is entitled to an equal share in the distribution of the cars with an elevator which may represent the garnerings of 35 farmers, although it may take the farmer 10 days to load a car against 3 or 4 hours by the elevator. This is one of the matters that will be discussed with the railway commissioners.

### Alberta Must Get Busy

It was also pointed out that unless Alberta province gets busy, this district is apt to feel a car shortage most of all for the reason that the Manitoba and Saskatchewan farmers are likely to have first call on the cars when they are distributed by the railways and any consequent shortage would fall most heavily on Alberta.

The committee will communicate at once with other boards of trade throughout the province and endeavor to get all possible information to lay before the railway commissioners.

## TOO YOUNG TO BE A SENATOR

London, Ont., July 10.—Major Beattie, M.P., today declared there was absolutely nothing in the report from Ottawa that he would likely secure a senatorship. He says he is too young for the upper house.



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