

THE ALBERTAN

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MUNICIPAL EXPENDITURE.

It seems to be the favorite pastime of small bore financiers and get-rich-quick millionaires of various types to lecture western cities upon their borrowings, and complain that the towns are too extravagant, outrageously extravagant. The accusation is not correct. Western cities have not been extravagant. They are borrowing rapidly, but not unnecessarily. As cities go there has been but little extravagance in connection with their administration. Calgary and other western cities own street railways and other utilities, and that makes their debt seem larger than that of many cities, but with added liabilities there are additional assets, and the utilities are revenue-producing and generally profit-making.

Western cities like Calgary, Edmonton, Saskatoon, and Regina must be modern and up-to-date. They cannot afford to leave their streets unpaved or to have their areas undeveloped. They have had as rapid growth in ten years as eastern cities of similar population in the last forty years. The increase in debt has been rapid, because the development of the city has been rapid.

Cities have made mistakes. In some instances in making outlays they underestimated their own prospects. We may have prepared for a city of 20,000, and when the preparations were completed found that we had a city of 40,000. But that did not greatly increase our expenditure.

There has been some needless waste and extravagance because of our unnecessarily large areas, which are not properly assessed. That has led to an increase in the cost of administering the city. But in that we differ but little, if any, and then only in extent from other cities in Canada or in the Old Country.

There has been no unusual extravagance. We have succeeded in avoiding many of the mistakes of older cities. We own our utilities and give the services to our people at the lowest possible cost. It is possible that our cities are not as well run as they should be, but they are well managed as far as the general run of cities go.

No western city has failed to meet its obligations, and no western city is likely to be in such a position. We resent the implication that we are over-borrowing. It is not true. Our cities are developing and we are doing our best to keep up to date.

The Dominion handed over sixteen million or thereabouts to Mackenzie & Mann, which was bad enough, but what is still worse is that newspapers in every part of Canada actually were found which defended the deal, and the public in general is very apathetic about the whole matter. It prefers to be troubled about the grip that the U. S. corporations have upon our neighbors across the line.

There will be a re-adjustment of the water works charges, and possibly an increase in the rates. The city utilities must pay expenses, whatever the rates may be. However, no very great increase in rates will be necessary.

The Leithbridge fair, the first of a long procession of Alberta exhibitions, lasting well into September, is under way now. The Leithbridge fair is one of the best and usually very well attended. The fall or summer fairs in Alberta are not yet the important factors in life that similar gatherings are in Eastern Canada, but they are rapidly becoming so.

Henri Bourassa, in a speech before French Canadians, made a vicious attack upon Sir Wilfrid Laurier, which is not surprising. The ex-premier has gone further in opposition to the separatist policy of Mr. Bourassa than any other French Canadian or any other Canadian could do successfully.

KIPLING "KIPPLES."

Rudyard of "kippling" fame—happy verb—has taken up his pen and "kippled" freely, to the extent of sixty-one lines of verse, in yesterday's London Morning Post, in celebration of President Poincaré's visit to the metropolis of the British Empire. As telegraphed, it must be confessed that the "kipple" in question does not appeal to one as likely to endure as a classic of the poetic art. It is true, however, that the transatlantic cable service is too often responsible for weird and wonderful evocations of song; and anything like detailed criticism should in fairness be reserved until the arrival of the mails from England.

There can be no doubt, however, of the fact that the gifted author of "Barrack Room Ballads" has exceeded poetic licence when he sings that Gaul and Britain have swept each other's sword and sacked each other's home since the sword of Brennus clashed on the scales of Rome. The fact is, as every schoolchild knows, that Brennus' descent on Italy occurred in 390 B.C.; and for the three centuries succeeding history is absolutely silent as to any hostilities taking place between the Celtic clans who then populated the two sides of the British Channel. When history, as written by "the mightiest Julius" in the deathless "Commentaries," begins to speak in an authoritative manner, we find the British Celts, so far from being hostile to their Gallic kinsmen, actually leagued with them to withstand the Roman. It needs no learned doctor, or reference to classic lore, to remind us that Caesar's appearance in arms upon the British coast on August 27, 55 B.C., was a "military demonstration" to overawe the clans of the island, and to thereby arrest their despatch of succor to the Gauls, whom the conqueror of Vercingetorix was then engaged in subduing. Subsequently to the conquest of Gaul and Britain by the Eternal City, the eye of history fails to discern her two westernmost provinces—the "Last Great West" of the period—"fretting in the womb of Rome to begin their fray."

After five centuries of Roman rule, when the Anglo-Saxon invader had converted South Britain into Anglesland—England—and his Frank cousin had turned Gaul into Franciland—France—history notes the same absence of hostility. King Ethelbert of Kent married a Frankish princess, she who was instrumental, primarily, in the conversion of her husband and his subjects from the worship of Woden to the creed of Christ. All during the Saxon period amity united France and England. It was the Norman Conquest which sowed the seeds of centuries of discord. The native Anglo-Saxons, subdued and dispossessed and reduced to serfage by the haughty Norman, confounded in a common hate the Norman, the Breton, the Picard, the Ponthevin, the Angevin, the Manceau, the Tourangeau, the Burgundian, the Poitevin, the Marchois, the Dauphinois, the Aquitan, the Gascon, and the Provençal—in short, whoever spoke the Romance tongue from the British Channel to the Mediterranean.

Why should we give up a park for a drill hall, when it is needed for the greater portion of the year by the young men of Calgary? Why should Calgary, which cannot sell its bonds at any price, pay \$100,000 for land for a drill hall site when the Dominion government, which will own the property, has surpluses of \$30,000,000 more a year and gives out to railway promoters subsidies by the millions for the asking? Why? It is time we asserted our own rights.

The Moose Jaw News boasts Arthur Meighen for any vacancy in the Borden cabinet. Without doubt he is the most promising member in the ranks on the government side of the house and surpasses most of the cabinet ministers. If we are not mistaken we have heard the name of another westerner associated with the same vacancies.

Surely the weather man will take no liberties with the Cochrane races which are on today, and which are some of the sacred traditions of this part of the country.

"The political controversy in Canada should take its course free from any suggestion, however shadowy, of imperial influence or concern." Those are the words of The London Times referring to Mr. Winston Churchill's statement in the house on the future policy of the admiralty department.

This much is now clear—that no naval policy, whether temporary or permanent, can be carried into effect in Canada without a reference to the electorate. Those also are the words thundered forth by The London Times, and we have been informed so often that we had actually decided upon the whole thing and given a mandate to the present government to send empty ships to the mother land.

RECORD OF LIBERALISM.

The satisfactory results that have followed the efforts of the Liberal administration in Great Britain during the seven years of its existence are somewhat amazing. It is doubtful if any other government has done so much for the welfare of the people in so short a time. The result may be described as a peaceful revolution.

One of the first acts was the pacification of South Africa by the grant of responsible self-government to the Transvaal and the Orange River Colony. This was the creation of a great new self-governing British empire.

The second was the revision of the tariff downwards. Though Great Britain is a free trade country, it is not entirely without a customs tariff. The income tax on earned incomes was reduced by 9d in the pound; sugar duty was reduced from 4s 2d to 1s 10d per cwt.; tea was reduced from 6d to 5d per pound. A total annual reduction was made of over \$200,000,000 in the normal year.

But the genius of the Liberal party for finance did not cease there. The government has reduced the national debt to the extent of over \$310,000,000. It purchased the telephone system, or the decrease in the debt would have been very much greater.

By the Shops Act the government secured one half holiday a week to every shop assistant, and provided that proper time should be given for meals.

By the Old Age Pensions Act outdoor pauperism has practically ceased to exist in Great Britain, and indoor pauperism has been decreased by 20 per cent.

The passage of the National Insurance Act embraces within its scope over 13,000,000 persons. Its beneficial effects are just beginning to be felt.

The Trades Boards Act for the regulation of wages in various trades where sweating conditions formerly obtained has been an unqualified success.

Probably the most important measure was the readjustment of the taxation of the people. This has had the result of placing the taxes upon the wealthy, who had long escaped the fair share of the burden, and eventually will lead to single tax throughout the British empire.

This was followed by the limitation of the veto of the House of Lords, which had a remarkable influence not only upon the people of Great Britain, but upon the whole British empire and the whole world. It destroyed at one move the influence of the hereditary nobility, and declared to the world that Britain had declared that the end had come of the relics of the feudal system. It is the latest declaration of the power of the people against the classes.

The Liberal administration at present is giving Ireland local self-government, and is disestablishing the church in Wales.

Col. Sam Hughes is different in some ways from other men, colonels and otherwise, but he has the same old way of saying the same old pleasant things about the Canadian volunteer.

The city controller says that he is little better than a clerk at the busiest times, and that superiority may be questioned. The city should elevate the position to a man's job and get a competent official to take charge of it. With a competent controller the city affairs would not be in such a deplorable condition.

And they do say that the sham battle was called off when the rain began to fall. All battles should be called off before the rain begins to fall, and soldiers should never be allowed to work more than eight hours a day.

Temperance people have some cause for reflection over the report of the department of inland revenue which shows that last year the per capita consumption of beer was 7,605 gallons and 1,112 gallons of spirits, compared with 6,898 of the former and 1,090 of the latter during the preceding year. One explanation given is that many of the foreigners coming into the country drink wine, beer or spirits more freely than Canadians, and accordingly increase the average. The native Canadian is becoming more temperate.

Col. Hon. Sam Hughes has departed, the Saskatchewan huckleberries have wended their way, peace has been established on a firm footing in the Balkans, the baseball controversy has been settled, and all the more effervescent excitement: in life has just about departed.

Canadians are a little too feverishly excited over the fool remarks of this man Horne Payne, and his senseless break in London. A man who will talk that way is not likely to have much weight with men who have any money to lose. He talks too much like a lightning rod vendor or a book agent.

RAILWAY COMMISSION INSISTS THAT THERE MUST BE NO DELAY IN RATE CASE

"No More Enlargements and No More Excuses," Insists Chairman Drayton; Case Will Be Resumed About the Middle of September; Chairman Presents a Number of Questions For Counsel to Answer

OTTAWA, June 25.—With an indefinite adjournment which government counsel wished to be set as late as September 1, the now famous western rate case completed another phase today. The cross-examination of W. B. Lanigan, western freight traffic manager of the C.P.R., was continued in the afternoon by Isaac Pitblado of Winnipeg, and W. A. Macdonald of British Columbia. At the conclusion of this Chairman Drayton, of the board of railway commissioners, told H. W. Whittle, of the government counsel, that the exhibit now prepared by J. P. Muller, the American rates expert, would have to be justified by the C.P.R. before the case could be resumed.

Chairman Drayton finally fixed the time for the placing of the final Muller exhibits in the hands of counsel at six weeks. Three weeks later counsel must be prepared to submit their criticisms, in which must be outlined the principles upon which it is desired that the board should take action.

"We must have no more enlargements, and no more excuses," declared the chairman of the board.

Judging from the proceedings today, the hearing will be resumed about the middle of September. The chairman also made some pertinent remarks on the character of the evidence that had been put in both by the railway companies and by the opposing counsel. He outlined half a dozen particular questions that in his mind had important bearing on the case, and told counsel for both sides that these must be answered by the date which would be fixed by him later, when the case came before the board again.

Mr. Pitblado criticized the basis of rate comparisons taken by Mr. Lanigan in the C.P.R. exhibit. He thought the corresponding movement, to the movement of wire, for instance, from Fort William to Winnipeg would be the movement of wire from some distributing centre, not the movement given in the C.P.R. exhibit, instead of moving the wire from the exhibit the wire would move in carload lots at a lower rate to distributing centres, and then to the point of destination. Mr. Pitblado, at less than carload rates, reflected in the Canadian mixing privileges.

Mr. Lanigan practically admitted this would be the movement, except for the mixing privileges made by the Canadian mixing privileges. Attacking the Rates. Mr. Pitblado then attacked the C.P.R. exhibit as not a comparison between one actual movement and another, if these exhibits were to be of any value, the actual rates had to be compared and not the "spectral rates," Mr. Cowan had already referred to.

Chairman Drayton said that C.P.R. exhibit No. 43 was not a comparison between actual traffic movements. He asked Mr. Pitblado's opinion as to whether the rate of a movement to a point affected the commodity rates there, but to this Mr. Pitblado was not prepared to give an answer. He stated, however, that he did not think it was possible to make a comparison between mileage rates. Dealing with the figures of comparative population submitted by Mr. Lanigan, it was contended by Mr. Pitblado that the figures do not mean anything unless reflected in the earnings of the railways.

Mr. Lanigan thought that difference in population was an important factor in the consideration of the question of rates. He contended that the distribution of the Canadian side of the line differs to those of the American side, and that the population in a larger sense distributes points. Mr. Pitblado said that if it was not so, the Canadian railways have the advantage of carrying the bulk of the freight from the coast to the interior. The long haul through unproductive territory between Fort William, he said, was a disadvantage, and an advantage to the railways. Later on he said that in arriving at proper conclusions as to rates, it was not proper nor advisable to divide a railway into sections.

Did Not Consider Everything. Mr. Lanigan admitted that in his comparison of revenues to be gained on carload shipments, the Canadian side of the line had not taken into account certain mileage rates. He said that the most of the traffic shipped went in carload lots from Fort William to the coast, and that the long haul through unproductive territory between Fort William, he said, was a disadvantage, and an advantage to the railways. Later on he said that in arriving at proper conclusions as to rates, it was not proper nor advisable to divide a railway into sections.

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Mr. Pitblado questioned Mr. Lanigan as to a statement made by him in connection with shipments of oil and petroleum. It had been contended by Mr. Lanigan that most of the oil shipped went in carload lots from Fort William to the coast, and that the long haul through unproductive territory between Fort William, he said, was a disadvantage, and an advantage to the railways. Later on he said that in arriving at proper conclusions as to rates, it was not proper nor advisable to divide a railway into sections.

Mr. Pitblado pointed out that from the shipment of 133 cars shipped from Winnipeg in one week, 163 cars were shipped from Winnipeg in two months. Mr. Pitblado thought that was a fairly large movement. The Imperial Oil company, the Canadian Oil company, the Northwest Grain association all shipped oil in carload lots from Winnipeg to the coast, and that the long haul through unproductive territory between Fort William, he said, was a disadvantage, and an advantage to the railways. Later on he said that in arriving at proper conclusions as to rates, it was not proper nor advisable to divide a railway into sections.

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ists, show that western rates are not unfair as compared with those in the east.

F. H. Chipper remarked that at a previous hearing the railways had established that the difference in western and eastern rates is due largely to water competition in the east. Chairman Drayton said that the board had not given any ruling in regard to that contention. The only ruling which had been given was to the effect that the onus of proving that the western rates are not discriminatory in character rests upon the railways. Then do I understand that the complete defence of the railways has been put," said Mr. Cowan.

F. H. Chipper explained that the counsel for the railways had yet to examine J. P. Muller, the American rates expert, in reference to his theories as to the difference between eastern and western rates. Apart from that the case of the railways was practically complete.

The Hearing Concluded. Chairman Drayton remarked that Mr. Muller had worked out a theory on behalf of the counsel for the Dominion government, which he contended that if the railways had any theory relating to it they should set it out for the benefit of the board. He expressed hope that everybody connected with the case would gather up all

"house ends" before the next sitting in order to hasten the matter to a conclusion.

H. W. Whittle asked that a time limit be placed upon the railways in furnishing the exhibits not yet supplied. Mr. Drayton fixed the time at 20 days after completion of Mr. Muller's exhibits. This concluded the hearing for the present.

Regina Rate Case. Mr. M. K. Cowan was then heard in connection with the Regina rate case. He explained that the chief of this case in its beginning was the contention by the Regina board of trade that, taking Fort William as a basis the carload ratings to points west of Regina favor the Winnipeg jobbers and discriminate against the Regina jobbers. It was established, Mr. Cowan said, that carloads of groceries or any other commodities could be shipped from Fort William to Winnipeg and out again to points west of Regina, such as Swift Current, for less than they could be shipped to Regina and then out. The board decided that Regina, within its own mirado zone was entitled to equal treatment with Winnipeg. An order was issued instructing the railways to remove the discrimination. The railways issued new tariffs, which reduced, but it did not remove the discrimination. Anyone could sit

Mr. and Mrs. Alex. Martin have just returned from a trip to the Pacific coast. While there they took the occasion to visit the playground of Canada, better known as "Canada's Greatest Pleasure Resort," in which they had invested prior to going to the coast. Mr. Martin was so taken with the place that he increased his purchase, and reports that the beach, building sites, climate, etc., all on the broad Pacific Ocean, were so much beyond his expectation and so beautiful that he placed orders for more land to describe the place adequately. He believes that instead of the people of Canada spending hundreds of thousands of dollars annually at the American resorts that the new resort now, building will be the big note in Canada in the course of a very short time and will attract the tourist travel from all parts of the world.

WHERE IS SYLVAN LAKE? Phone M2250.

HUDSON'S BAY COMPANY

\$7.50 for These Stylish Coats

Priced up to \$15.00

LADIES who have been in the habit of watching the popular ladies' store on the second floor won't have to be told that there are absolutely no old or out-of-season garments to be had. So you will understand that these represent this season's models and are to be offered at a fraction of their original good value.

Included in this lot are dressy tweed, cheviot and panama; some in neat tailored effects; others with belts, patch pockets and cuffs. Sizes 34 to 40.

Regular values up to \$15.00. WEEK-END SALE \$7.50

A Saturday Morning Snap in Tailored Blouses

TWO hours only—9 to 11 a. m.—is the time allotted this sale, although the values are so good that we do not expect them to last any longer than 9.30.

These Blouses are made in the fashionable soft and laundered collar and cuff style and are decidedly smart and becoming. One hundred and sixty-five only, made of fine lineneette, vesting, linen, muslin and print; all are well made; sizes 32 to 44. Regular \$1.25 and \$1.95. SATURDAY MORNING, 9 to 11 75c

A Price Scamper of Children's Wash Dresses

FRIDAY MORNING sale that mothers of Calgary children will appreciate. Certain it is that it has been many a long day since such pretty little dresses have been priced for so little. Two hours will see them all snapped up.

Fifty Children's Wash Dresses, made of fine gingham and an extra good quality, in neat stripes and checks, prettily trimmed with self material, buttons and pique. There are several charming little styles to select from, but not all sizes in each particular style, but there are all sizes in the lot that fit children from 2 to 14 years. Regular \$1.50 to \$2.00. \$1.95 FRIDAY, 9 to 11 only \$1.00

A Noteworthy Sale of Women's Shoes

WHEN we tell you that these shoes represent splendid value at their original price, you will realize the importance of morning shopping when tomorrow's saving is as much as \$2.55 on every pair. And these are popular Patent and Blucher Oxfords and 2-strap pumps particularly adapted for present season's wear.

All are made with short vamps and with plain or fancy toe caps, medium height Cuban heel, Goodyear sewn soles and every pair a celebrated 51-Kid make, the popular shoe across the line. Morning shopping if you would share, for there are only 180 pairs altogether. Regular good value \$5.00 per pair. SATURDAY \$2.45

See our Children's Play Shoes—In sizes 5 to 10 I-2, and sizes 8 to 10 I-2, at \$1.75 and sizes 8 to 10 I-2, at \$2.00

Week-End Notes From The PURE FOOD GROCERY

WITH qualities always of the highest standard and with prices as low and lower than elsewhere, it is not natural for the wide-awake housewife to turn to this store when her thoughts are of groceries? From time to time we announce special price attractions, a few of which we mention below:

- JAM—H. B. Co's Raspberry; 5-lb. net pail. Regular 35c. Week-End 85c
SODA BISCUITS—McCormick's Jersey Cream; large pkgs; regular 20c. Week-End 25c
SALMON—Target Brand; regular 25c. Week-End Special, tin 20c
COFFEE—H. B. Co's Imperial Blend; 5 lbs. \$1.00
CALIFORNIA ASPARAGUS TIPS—Regular 25c tin. 1 week-End, 2 for 45c
PETIT POIS PEAS—Extra fine; regular 25c tin. Week-End, 8 tins 65c
KELLER'S LEMON SQUASH—Pint bottle 25c
QUART BOTTLE 35c
Direct Grocery Phone 6131.

- ORANGES—Fancy "Sunkist" Navels. Dozen 40c. 50c and 60c
LEMONS—Fancy; regular 50c dozen 40c
APPLES—Honey Candy "Bings" and "Royal Ann." Per lb. 35c
RHUBARB—5 lbs. 25c
CALIFORNIA PEACHES, PLUMS AND APRICOTS.
BANANAS—Large ripe fruit. Dozen 30c
STRAWBERRIES—Per box 20c
TOMATOES—Fancy ripe; lb. 25c
WATERMELONS—Per lb. 5c
ONIONS—Extra fancy "Crystal Wax"; 3 lbs. 25c
Australians; 5 lbs. 25c

- LAST OF THE PINES
Fancy Large Florida Pineapples Each 25c
Dozen \$2.75
PRESERVING STRAWBERRIES NEXT WEEK WATCH FOR PRICES.

Letting, Green Onions, Cucumbers, Radishes, Spinach, Etc.

Tempting Candy Treat

CALGARIANS with a tooth for the sweet have learned to look forward to this week-end special from the popular candy store. Here are five favorites for Friday and Saturday.

- COCOA ROCK TAFFY—Regular 40c per pound. Special, per pound 25c
PASCAL'S BUTTER BON-BONS—Regular 90c per pound. Special, per pound 40c
VICTORIA HAND ROLLED CHOCOLATES—Special, per pound 50c
KELLER'S DUNDEE WRAPPED MILK CARAMELS—Regular 40c per pound. Special, per pound 30c
ROBINSON'S ASSORTED KISSES—Special, per pound 25c