

NO EXTRA SESSION TO CONSIDER QUESTION OF NAVY SAYS GOVERNMENT ORGAN

No Confirmation of Report in Government Circles; the Form of the Assistance to the British Government is Not Yet to be Decided

OTTAWA, July 24.—The Citizen, commenting on the story sent out from Ottawa that an extra session of parliament may be summoned in September to deal with the naval question, says it is pure speculation. There is no confirmation of the report in government circles. If the sessional program can be got ready the house will probably be called together somewhat earlier than usual in November which will be time enough for all practical purposes.

While the cables from London indicate pretty clearly that the prime minister has given assurances of assistance to the British admiralty, its exact form and the conditions under which they will be made will necessitate full cabinet councils. It is pretty well understood, however, that the prime minister and his colleagues, since they have been greatly impressed with the seriousness of the naval situation and will be prepared to act in a manner worthy of the country.

The assistance to be rendered will be that necessitated by the recognized emergency, leaving any general policy to be formulated later. Whether this assistance will be in the form of Dreadnoughts or a direct cash contribution is something that is unknown here. The probability is that it will not be decided one way or the other until the ministers return at the end of August. No announcement is expected until then, says The Citizen.

ADAM SHORTT IS HERE TO NATURAL GAS IS A REALITY IN CALGARY TODAY

He is a Member of the Civil Service Commission, and is Touring Western Canada

For the purpose of creating a new system of procuring statistics for the use of the federal government, which shall be more accurate and more specific in their character than the system hitherto in vogue, Prof. Adam Shortt, member of the civil service commission and until his appointment to that office, professor of political economy at Queen's university, is touring Canada and is at present in Calgary.

To the press Prof. Shortt explained that under the present system there is considerable duplication of statistics between the federal and provincial governments, and to obviate that is one of his purposes. Another particular of his work relates to misleading parts of the statistical work of the past. To illustrate, imports coming from a foreign country which changed to come through the United States, would be shown in the statistics as having come from the United States, whereas in fact they had come from the foreign country. To perfect a system which will always afford accurate information concerning all matters in the western provinces usually covered by statistics, is the work of the professor in his tour.

THE GREATEST SHOW OF ITS KIND EVER HELD IN NORTH

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Then, the Stampede has resurrected the old timers. The men who came into Alberta with the first mounted police contingent in 1874 are coming in large numbers, personal guests of George Lane, Hon. A. J. McLean, A. E. Cross and Pat Burns, the old trappers of thirty years ago are beginning to drift back for the big reunion; the traders who dickered and schemed and planned in the early days are en route from Oregon, Texas, Eastern Canada, and even Alaska. They will all meet here. From the far north the Hudson Bay company is sending a party of Indian and white trappers and traders. Then, it is estimated that five thousand Indians—Sarcee, Blackfeet, Bloods, Peigans, Crees, Stoney, Kootenais, will congregate and take part in the pageant all attired in their war-paint, feathers, blankets and beads, all armed as in the days of early Alberta.

Mexico is known as the home of the wild, and longest-horned cattle on the continent. Carloads of these agile bovines have been shipped in to do their part in the roping contests. And a train of Mexican oxen, twenty-four in number, have been brought 2,500 miles to be used in the pageant before the Duke of Connaught. In this pageant there will be ox teams of the early days, cow outfits, pack trains, prospectors, trappers, hunters, Indians, mounted police of the past and present, traders, and stockmen. Ten thousand men from the labor organizations will participate.

Several parties of American capitalists, out for their annual camping tours are trekking overland from the western states, with the objective of reaching Calgary on September 2, in time to take in all of the Stampede. There are two or three hundred men in these parties. The American roads are competing for the traffic coming to the show from the States, cutting rates to a low mark. The Canadian Pacific has named the lowest rate in its history for people attending the celebration. It is going to bring tens and tens of thousands of visitors.

The Stampede will be an annual affair, a western Canadian institution, after this year. It has been made before it started. It is the annual reunion of all the western old-timers of Canada, the men who made it possible for the settlement of the land; it is the annual show of the native children of the plains; the annual exhibition of the best riding and roping in America. It is up to the merchants and citizens of Calgary to recognize the importance of this celebration before it is too late and to join in decorating and dressing the city streets in a fitting manner.

The Attorney General's department secured three convictions in Calgary for infractions of the Lord's Day Act, against merchants selling goods on Sunday. On the prosecutions the Attorney General's department was represented by Stanley Jones, and the defense by Thos. Tweedie & McMillan. The cases were heard before magistrate Saunders and fines inflicted.

ARE GETTING CLOSE TO ASSASSIN IN NEW YORK GAMBLER MURDER CASE

One Witness Tells of Seeing a Notorious Bad Man Running From the Scene

Later Retracted Story for Fear Friends of Accused Would Kill Him

Gangsters Sat in Court and the Witness Evidenced Great Fear of Them

Reluctant Witness Had Said He Saw "Bridgie" Webber Running Away

New York, July 24.—Fear of revenge at the hands of east side gangsters today temporarily blocked the efforts of District Attorney Whitman to draw closer the lines about the men who assassinated Herman Rosenthal eight days ago. Apparently awed by the presence of gangsters in the coroner's court, John Reister, known to the sporting fraternity as "John the Barber," retracted at the coroner's examination a statement he made a few minutes earlier to Mr. Whitman. Reister was later arrested on a charge of perjury.

The hearing was in the nature of an examination of "Bridgie" Webber and Sam Paul, charged with complicity in the murder. Having failed to get the desired statements from the witness, Mr. Whitman secured an adjournment of Webber and Paul's examinations for forty-eight hours.

Reister was the first witness called. He declared that he had seen Webber on Broadway, near the scene of the murder, after Rosenthal was slain. "Was he running?" asked Mr. Whitman.

The witness shifted uneasily in his chair and let his eyes drift toward the show from the States, cutting rates to a low mark. The Canadian Pacific has named the lowest rate in its history for people attending the celebration. It is going to bring tens and tens of thousands of visitors.

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o'clock, and in front of the Cadillac saw Webber, "running like h—." He then heard the murder.

Mr. Moss said that Reister did not want to talk about the case for fear of being injured by friends of the murderers.

Reister was again placed on the stand and declared that Mr. Moss's story was not true. He said he had just come down Broadway when he heard the shooting. When pressed with questions as to whether he had seen Webber at all, he hesitated, made several false starts, and then said he thought he had seen him. The witness said that he was not afraid of being killed himself but he did not want to connect his family with the affair as "the men in the case were bad."

"Didn't you say that any man who testified against Webber would be killed?" persisted the district attorney. The witness denied this. As Reister was about to leave the enclosure in front of the bench he was arrested at the order of Mr. Whitman on a charge of perjury and locked up. Late today Reister requested that the district attorney call on him as he wanted to "talk," but Mr. Whitman was too busy to grant the request and will not see him until tomorrow.

FRANK NORTH KILLED BY AN EXPLOSION OF DYNAMITE

Magrath, July 24.—Frank North was killed here today by the explosion of a charge of dynamite. The accident occurred in connection with a local celebration. North placed a heavy charge of dynamite in a gas pipe connection with an aqueduct. The explosion followed, and North's body was terribly incised, death following a few hours later.

LETHBRIDGE GUNFIGHTER IN THE CALABOOSE

Lethbridge, July 24.—Frank Miller was committed for trial yesterday at Taber on the charge of attempted murder. The prisoner was brought to the police barracks here this morning early, where he will await his trial.

The prisoner, it is alleged, took a shot at one George Renner Monday night.

NOT LIKELY TO REFUSE APPROVAL BANK MERGER

Ottawa, July 24.—No official confirmation can be obtained here that the minister of finance is likely to refuse to issue a necessary certificate to make legal the merger of the Royal and Traders banks. Hon. W. T. White would not discuss the question at all save to say that he was giving it his most careful consideration.

FREIGHT CHARGES HIGH BUT DATA IS LACKING

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rate makes it impossible to suggest them to the commissioners.

Question of Water Competition. "Some of the important data which we lack," said Mr. Georgeon last night, "includes in particular the question how far eastern rates are controlled by water competition. It stands to reason that without the water traffic from Port Arthur, for instance, all the way to Halifax, the railways would not employ the same rates in that territory that are effective at present. Lack of knowledge of what difference is occasioned by this water competition increases our problem here."

Then another question on which we all lack knowledge is this: Suppose that a heavy reduction in freight rates is made, what effect would it have upon roads which have less traffic than the Canadian Pacific railway? What effect would it have on these roads which were bonded or had their bonds guaranteed?

"There are many other points involved on which we lack definite information," continued Mr. Georgeon, "as, for instance, the density of tonnage in the east as against the west. What is the proportion of tonnage in one haul as against the other, the question of earnings per mile? Still another question is the proportion of merchandise hauled in car loads to the west as against broken lots in Eastern Canada and in connection with this question, another one. What is the proportion of Canadian Pacific railway earnings from Oriental and European traffic? Then there is the question of physical cost. What was the cost of the road when the Canadian Pacific railway was constructed as against the cost of the roads now existing conditions."

A very brief review of these questions will indicate the complicated nature of the rate question. "We all feel that the rates are too high, but how can we suggest others unless we have the data on which to base them."

Among the figures which Secretary Wilson of the board of trade will lay before the commission this morning will be comparisons of rates between points in Eastern Canada and stations east and west of Calgary. It will be shown that these western rates are all the way from 18 to 160 per cent higher than similar rates in the east.

For instance, the rate on cement from Montreal to Winchester, a distance of 98 miles, is 8 1/2 cents. From Calgary to Southfork, 100 miles, the rate on this material is 10 cents. Again, in the case of iron commodities, the rate from Montreal to North York, a distance of 500 miles, is 25 cents, while from Calgary to Balgonie, 495 miles, the rate is 74 cents on the same classes of iron commodities.

These are only a few of the instances which will be pointed out. In the matter of general merchandise, it will be pointed out that the class rates show increases varying from 25 per cent to 100 miles to 74 per cent at 400 to 500 miles.

Mr. Miller's list of raw material on which reductions will be asked for car load rates will be to benefit and encourage local manufacturers and pay the same rate on his raw material from eastern points that is given to jobbers handling comparatively small quantities of various manufactured commodities, but which are shipped together mixed so as to make a car load. The result is that an article cannot be manufactured in Calgary, regardless of other natural advantages, which can compete with the rate discrimination.

MINE IS FLOODED BY CLOUD BURST

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ANDY VALCO, JOHN ROSCO, MILES SMITH, J. R. GALLERY, ADAM SMITH, brother of Miles, single.

WILLIAM MOSSBROOK, ANDY POLLOCK, MIKE FELISH, FRANK LEYOFF, JOHN KUHZEN, ANDY BOLITSKI, RUSSEL GARDNER, PIERCE SOLOMON.

Although this list is given out by officials, it is said that at least one more victim will be added. He is an unknown foreigner. He was missed when the other men escaped from the mine.

Over thirty children are deprived of their bread winner by one of the worst catastrophes known to this region. The men who escaped were forced to half swim and half walk to the pit mouth through water ranging in depth from the waists to their necks. The majority were knocked down by the timbers sent down the mine with great velocity in the raging current. Several were being carried back into the mine to certain death when rescued by companions.

Officials of the Superba company claim it will take at least sixty days to clear the mine of water, and until that time the bodies must remain in the water.

Superintendent J. W. Buttermore was the first man to see the high water start in the manway. It raged the alarm, and all the men on the outside rushed into the mine yelling loudly as they went. In that manner more than half of the miners were saved.

The wives and families of the miners and drivers in the mines rushed to a large hole made by the rushing water at the manway, and frantically threw sticks, stones, bushes, poles, and whatever other timber they could find into the water to stop its rushing into the mines. Pulling in that, they rushed to the mouth of the mine, and would have continued their mad dash into the water in the mine had they not been stopped by cool-headed persons, who guarded the entrance.

The women and children remained at the mouth of the mine late tonight, refusing to return home until an attempt had been made to rescue their husbands and fathers. Several large pumps will be placed in the mine tomorrow, and everything possible will be done to get at the bodies.

The water rose so quickly following the cloudburst, that it practically destroyed all railways and street railways in Fayette county.

A dam built around the manway a day or two ago, when the water was high, was washed away, and the waters rushed into the mine so rapidly that the pit was filled in less than 30 minutes.

It was reported tonight that three men had lost their lives in Lamont No. 2 mine of the H. C. Frick Coke company, about a half mile from the Superba mines.

About one hundred men were caught there, but all escaped but three.

The victims were Russel Gardner, aged 35, and Pierce Solomon, about 65.

TO AVOID DISCUSSION OF CAR SHORTAGE

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farmers and their own elevator representatives.

"The question was mentioned at the recent convention of the Grain Growers' Grain company at Winnipeg, which I attended," said Secretary-Treasurer Fream of the United Farmers of Alberta last night, "and all the farmers were simply up in arms in a moment. The farmers determined that if the car distribution act is brought into question before the railway commissioners that they will make a hard fight on its behalf."

Equipment is Railways' Business. "So far as the question of car shortage is concerned, we feel that it is not up to us to bring the matter before the commissioners," continued Mr. Fream. "The supply of equipment is up to the railways themselves if they want to handle the business properly, and we feel that we can leave it safely in the hands of the railway commissioners. When it comes to the car distribution clause of the grain act, however, we are fully satisfied with it as it now is. I understand that the board of trade has decided not to bring the matter of car shortage up at all before the commission. If at any time, however, an attack is made on the car distribution clause, I will be there to fight for it."

He Was Not a Cannibal. Tramp—Madam, could you spare a piece of something to eat? I am hungry. Madam—I will call my husband. Tramp—No, thanks, Madam, I am no cannibal.

TOO LATE FOR CLASSIFICATION. TO RENT—Furnished rooms in block to share. Which young man wants to share my rooms in block, 2 minutes from F. O. 7. Write Box S-957. Alberta. 207

TO RENT—Good brick veneer residence, ten rooms, in splendid location, on 8th avenue west. Whole or part furniture can be taken. Good rooming proposition. Phone 2083. 8-75-211

FOR SALE—Pool room, with 4 pool tables, 2 barber chairs, doing good business. On the corner of 10th and 10th. Inquire Irricana Pool Hall. 6720-213

FOR SALE—Acreage Six five-acre blocks in Sec. 18, west of Calgary. Price \$275 per acre. This price for two weeks only. Terms. Write Box 2, Claresholm, Alta. 8-127-209

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WANTED—Ambitious young men; something new, which every home requires. Experience not necessary. Some of our men earning fifty to seventy-five dollars weekly. Sales Manager, 508 Maclean block. 9-18-213

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The Merchants Are Coming
The Miners Are Coming
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