



CALGARY'S BIG EXHIBITION WILL OPEN NEXT MONDAY MORNING

CALGARY, THURSDAY, JUNE 26, 1913.

TWELFTH YEAR—No. 101

GENERAL IAN HAMILTON HAS WORDS OF PRAISE FOR ALBERTA SOLDIERS

Head of the Imperial Forces Overseas Expresses Himself As Pleased With the Work of the Men Under Colonel Cruickshank's Command; Does Not Favor Skeleton Sham Battle, Preferring Contest in Which Real Men Are Pitted Against Each Other

SERGEANT SYLVESTARE, VETERAN OF EGYPTIAN CAMPAIGN, IS PRESENTED WITH MEDAL FOR SERVICE

General Hamilton Criticizes Horses of the Encampment, Declaring That They Lacked the Strength and Robust Appearance of Animals of the Regular Service; Reviews Sham Battle; Colonel Hughes, Minister of Militia, Says He Is Proud of Colonel Cruickshank's Command

"It is a good country for manoeuvring," said Sir Ian Hamilton, as he watched the Alberta soldiery spread over the prairies, "but there are too many bally badger holes."

Despite the unfavorable weather, the full inspection program at the hands of General Ian Hamilton at the encampment of the 13th Military District yesterday was carried through. The sham battle was fought, the men were generally inspected by General Hamilton, and the dinner to the officers by the officers of the encampment was tendered.

General Hamilton and the members of his staff left early in the afternoon on their special car for Vancouver. Before going, General Hamilton took occasion to praise the work of the officers and men under command of Colonel Cruickshank, saying their mastery of military evolutions, considering the short time for drill at their disposal, was surprising and gratifying. He declared that he was not in favor of the skeleton sham battle which now prevails in Canadian military movements, preferring a battle in which the men were actually pitted against each other, this style of fight, according to his belief, inspiring the men to faster work and giving them a greater interest in the evolutions.

Medal for Sergeant Sylvestare, the total enrolment of the district yesterday up to the highest possible point during the two days of the encampment. General Hamilton criticized the horses of the encampment, declaring that they lacked the strength and robust appearance of the horses of the regular British service. He noted, however, that they avoided the numerous bally badger holes on the prairies, and were perhaps more active than the heavy service horses of the regular army. However, he did not believe that the horses of the encampment were better than those of the regular army. The sham battle took place on the prairie, and was a very interesting one. The Donkey and the Mule were the main attractions. The Donkey was a very small animal, and the Mule was a very large one. The Donkey was very active, and the Mule was very slow. The Donkey was very strong, and the Mule was very weak. The Donkey was very fast, and the Mule was very slow. The Donkey was very agile, and the Mule was very clumsy. The Donkey was very smart, and the Mule was very stupid. The Donkey was very brave, and the Mule was very cowardly. The Donkey was very kind, and the Mule was very cruel. The Donkey was very gentle, and the Mule was very fierce. The Donkey was very sweet, and the Mule was very sour. The Donkey was very happy, and the Mule was very sad. The Donkey was very healthy, and the Mule was very sick. The Donkey was very clean, and the Mule was very dirty. The Donkey was very neat, and the Mule was very messy. The Donkey was very tidy, and the Mule was very untidy. The Donkey was very organized, and the Mule was very disorganized. The Donkey was very efficient, and the Mule was very inefficient. The Donkey was very successful, and the Mule was very unsuccessful. The Donkey was very popular, and the Mule was very unpopular. The Donkey was very loved, and the Mule was very hated. The Donkey was very respected, and the Mule was very despised. The Donkey was very admired, and the Mule was very scorned. The Donkey was very praised, and the Mule was very blamed. The Donkey was very honored, and the Mule was very dishonored. The Donkey was very glorified, and the Mule was very debased. The Donkey was very exalted, and the Mule was very abased. The Donkey was very elevated, and the Mule was very debased. The Donkey was very exalted, and the Mule was very debased. The Donkey was very exalted, and the Mule was very debased.

NO AGREEMENT ON A RETIRAL FROM UNION

The withdrawal of the Calgary board of trade from the associated board of trade was brought up in an informal manner at the board of trade yesterday afternoon. There was a short discussion on the subject when different opinions were expressed. It was agreed to leave the matter over till the future meeting, but some step is expected to be taken by August, when the board meets at Winnipeg during the Stampede.

Ambulance Corps at the Encampment



This engraving shows the men who are in charge of the health of the big encampment, under command of Medical Health Officer McGuffin. The photograph, taken by W. H. Oliver, shows the men lined up in front of their hospital tents, indicated by the flag of the Red Cross.

MAWSON BRIDGE SCHEME HAS BUT FEW FRIENDS IN ITS OWN COUNTRY

Ratepayers of the North Hill, in Mass Meeting, Declare Themselves Emphatically in Favor of High Level Bridge, and Disapprove of the Alternative Plan As Suggested by Expert Mawson; Speakers Who Favor the Mawson Plan Are Badgered by Audience

COMMISSIONERS AND ALDERMEN PLEDGE THEMSELVES TO SUPPORT THE WISHES OF THE HIGH LEVELLERS

And Before This Storm of Disapproval of the Men Who Will Have to Cross the Bridge, an Alternative Plan Goes the Way of An Engineer, Craig and Town Planner Gotch Only Mawson Advocates Who Stand Up Under Fire at the Meeting

The residents of the north hill will have nothing whatever to do with Prof. Mawson's alternative plan for a Centre street bridge. They want a high level, straight bridge at Centre street, and they won't be happy till they get it. The rate at which the commissioners and aldermen have pledged themselves to secure it for them is a fairly certain indication of the trend of events.

At a fast and furious meeting of north hill ratepayers in Wright hall last night, the Mawson plan and every city official or representative who even so much as began to point out its good points was peppered with ridicule and drowned in an uproar of stamping and yelling.

The city engineer and A. L. Gotch, of the City Planning commission, were the only persons who stood up under the avalanche of sneers, jeers, and shouts. The aldermen present with one accord faced about and swap with the current. Even Ald. Gardner, who has stood sponsor for the Mawson plan, was barely able to cope with the situation, although he stood up valiantly for three minutes under a cross fire of questions, and retired finally with only some slight modifications of his convictions.

Nearly two hundred ratepayers were present. The engineer and the city planning commission had prepared large sketches and drawings of both plans, and the engineer carefully and diplomatically outlined the advantages of each, the relative cost and its relative practicability. He pointed out that the Mawson plan offered a much flatter grade, involved an expenditure of \$242,100 as against \$425,400, gave two roads of access at the hilltop, thus diverting traffic from the main street, and was most likely to be congested, and was much more desirable aesthetically.

It was useless. They would have none of it. The name of the town planner was passed scornfully from lip to lip, and the difference in cost was even gleefully accepted as the right of the north hill. The Mawson plan had been so long cheated of its fair share of improvements. "You have planned all this from the C.P.R. station point of view; what are we to do with the rest of the city?" "What is our share in the scenery?" "Where do we come in on the beauty-act?" "What is our share in the scenery?" "Where do we come in on the beauty-act?" "What is our share in the scenery?" "Where do we come in on the beauty-act?"

"We don't care about appearances. We are for utility." "And they were so strong on the utility feature that several residents had actually completed the loss of time to street cars traveling the extra 300 feet in length every day for one hundred years, in an endeavor to offset this computation against the extra cost of the shorter high level road. It was quite in vain that the engineer explained that this extra distance was made up for in ease of grade—his remarks were drowned in the general uproar of disapproval.

All Straight High Levelers. In the end they passed a resolution: "Moved by Frank Moore and seconded by N. J. Duckworth that this meeting approve of a straight high level concrete bridge across the Bow river at Centre street." Almost every hand in the audience was raised in support, and not a single hand in opposition.

Mr. Matthews, head of the independent City Engineer Craig, who diplomatically outlined the salient features of both plans to the crowd, which filled the hall and all available standing room. At the beginning of the discussion he gathered appeared to be in favor of a steel structure, and the engineer's questions on the durability of steel versus concrete. Mr. Craig insisted that the usual rule of computation was 100 years for concrete to 80 years for steel. In addition to this concrete being more massive, could carry much heavier load than steel without danger, whereas steel deteriorated under overloading. A hired contractor, who was asked to estimate the cost of a concrete bridge, said he would build a steel bridge, he said. He pointed out that by an increase from terminal to terminal

U. S. MILITARY EXPERT PRAISES WORK OF CANADIANS

Capt. Stover, Former Regular Army Officer Across Line, Declares Local Militiamen Are Fitting Themselves To Be Models

CAVALRY BRANCH THE PRIDE OF THE SERVICE

Asserts Men Show Wonderful Knowledge of Their Work Even in the Face of Bad Equipment; Special Praise For Lethbridge Battery

A high tribute was paid to the militia force of Alberta, particularly the 13th Military District, last night by Captain L. A. Stover, a well-known United States expert on military affairs, and a former captain in the United States Army.

For men who have little opportunity of actual field drilling except that of their annual encampment, they show an excellent knowledge of the evolutions of a troop of cavalry. This is not only the surprising feature of their work, but the most valuable feature known to military science. In reality they are doing the best work of their kind in the United States.

The excellence of the cavalry branch of the Canadian service particularly impressed me," he declared. "These men, with all their field knowledge of the infantry, and in addition possessing the equipment and experience of the cavalry, are doing the best work of their kind in the United States."

"Another thing that impressed me with the high standard of the Canadian cavalry branch is the fact that the men carry through their evolutions so well under the handicap of poor equipment. They are bravely fighting against themselves at times in attempting to take care of their carbines at the same time they are sending their horses through the difficulties of a cavalry drill. The sockets for the carbines in about the worst feature of your Canadian equipment. It is so shallow and poorly placed, and no man riding the ranges would dream of handling his rifle in the manner your military men do."

Red Deer Fire Chief Is Seriously Hurt; Falls; Has Concussion of Brain

Red Deer, Alta., June 25.—A serious accident occurred here late last evening. A ladder used by the fire department, raised to the top of the Canadian Bank of Commerce building, broke, hurling Fire Chief Meers and Fireman Honey and Abbey to the ground. The chief suffered concussion of the brain. Honey hurt a foot badly. The firemen were training for the annual sports at Lethbridge, and had one of the large extension ladders up to the roof of the bank, a height of 30 feet, and were carrying a line of hose up at the time.

NO ONE RESPONSIBLE FOR HORNE PAYNE'S BREAK

Sir William Mackenzie Satisfied With Municipal Securities

Saskatoon, June 25.—A telegram from Sir William Mackenzie yesterday in which the president of the C.N.R. stated that his company would assume responsibility for the statement of Horne Payne regarding what personally regarded municipal securities as first class investments.

MUCH INCENDIARISM IN RURAL SASKATCHEWAN

Regina, June 25.—That incendiarism is exceedingly prevalent in the rural districts of Saskatchewan is the statement of R. J. McGeary, provincial fire commissioner. In many cases he believes this incendiarism is due to the fact that the farmers are short of money and in order to collect some ready cash set fire to their own buildings. During the last two months the losses throughout the province exceeded \$100,000.

RAILS SPREAD, TWO COLONIST CARS GO INTO RIVER, NINE ARE KILLED AND A SCORE OR MORE ARE INJURED

Most of the Victims Were Immigrants Bound For the West; Eight Bodies Are Recovered From the Cars in the River; Thomas Wallace, En Route to Edmonton, While Under Water, Broke Glass of Window With His Fist, Got Out, and Swam to Safety

A NUMBER OF CALGARY PEOPLE WERE ON ILL-FATED TRAIN, BUT IT IS BELIEVED THAT ALL ESCAPED HURT

One of the Pullman Cars Was Badly Smashed Up, and Its Occupants More or Less Injured, But None Received Fatal Hurt; Mrs. Smith Stevens, Mrs. W. Hall Waugh, and Mr. and Mrs. F. W. Gross Were Passengers On Their Way to Calgary

LIST OF DEAD

PATRICK MULVENNA, of County Antrim, Ireland, aged 25, single, passenger to Winnipeg.
JOHN MODDIE, of Sanday, Orkney, Scotland, aged 17, single, passenger to Calgary.
JOHN HOGG, of County Dorry, Ireland, aged 30, single, passenger to Calgary.
MRS. JANE MCNEALY, of Glasgow, Scotland, aged 40, passenger to Edmonton.
JOHN PEACE, of Glasgow, Scotland, aged 21, single, passenger to Edmonton.
Unidentified woman, apparently a Jewess, about 45, believed to be going to Mrs. Bunting, 368 Broadway, Winnipeg.
Unidentified boy, about 8, no particulars known.
Unidentified female child, about six months old, believed to be grandchild of unidentified woman.

REVISED LIST OF THE INJURED

Thomas Phillips, Ireland; not expected to recover.
James McNealy, son of Mrs. Jane McNealy, who was killed; not expected to recover.
Christy Kewer, a young Scottish woman; two fractured ribs.
Jemima Porter, Ireland; bruised elbow and bruised kidney.
Mabel Crombie, Brora, Caithness, Scotland; face bruised.
Florence Strachan, Scotland; bruised head and left leg.
Elizabeth Strachan, Scotland; head bruised, lip and forehead cut.
Mrs. Isabella Crombie and child, Brora, Scotland; woman has forehead cut, child unharmed.
Isabella Wallace, Scotland; right ear cut, child unharmed.
Mrs. McLeod and baby, Scotland; woman's face bruised, baby injured.
Mrs. Alice Wood, Ireland; severely injured, both face bones broken, right collar bone broken, face bruised and scalp unharmed.
Lizzie Dunbar, Belfast, Ireland; bruised ankle.
Corystella Smith, Aberdeen, Scotland; bruised thigh.
Miss Mary Woods, Ireland; elbow and thumb cut.
Jessie Milne, Ireland; bruised forehead, scalp wounds and wounds on arm.
Mrs. Maitland, Scotland; very slightly injured.
Robert McNeely, Glasgow, Scotland; shaken up.
Margaret McNeely, Glasgow, Scotland; shaken up.
Angus Gunn, Castleton, Scotland; bruised thigh.
James Calder, Scotland; broken forearm and hand.
Alice Gray, Cambuslang, Scotland; badly sprained back and cuts on right foot.
John Randall, Orkney Islands; fractured arm.
Alex Crombie, a boy from Sutherland; foot mangled.
John Donnelly, Glasgow, Ireland; nearly drowned under seat.
Ed Quinlan, Ireland; sprained back and bruised kidney.
Hamilton Dimont, County Down, Ireland; right elbow cut and bruised.
Elias Potten, Ottawa; slight abdominal injury.
Mrs. Robert McCullum, Greenwood, Scotland; wound on arm, head bruised. She had two children who were unharmed.
John Quinlan, Ireland; right eye wounded.
Alvin Chamberlain, Railway, Ont.; badly bruised arm and head.
John Stewart, Glasgow; head bruised.
Mrs. Marion Glasgow; hemorrhage from the ear.
Pat Davine, London, England; bruised scalp.
Pat Riley, Cavan county, Ireland; bruised arm.
Thomas Fitzpatrick, Cavan county, Ireland; bruised wrist.
William Frisbie, Edinburgh; right eye cut.
John Friel, Ireland; finger cut.
Frederick McBride, finger cut.
Arthur Brady, Ireland; bruised.
Robert Allan, Glasgow; bruised leg.
Edmund Glasgow; bruised arm, head and eye.
Robert Cameron, conductor, Ottawa; dislocated shoulder.
The Patton family of Armaugh, Ireland; bound for Winnipeg, got on the hand and father, Mrs. George Patton, aged 35, badly bruised shoulder; Mrs. Maudie Patton, aged 15, bruised arm; old J. Joseph, 8, all slightly injured.
Peter Grenier, St. Leon, Que.; slight injury.

THESE WERE CALGARY PASSENGERS ON THE TRAIN

Several Calgary people were on the ill-fated train, but as they were traveling in the Pullman cars it is believed they all escaped injury. The Calgary passengers included Mrs. Smith Stevens, of 617 Seventh avenue west, who had been visiting relatives in Halifax, and was on her way to her home. Mrs. Stevens was in one of the Pullmans, and is believed to have escaped injury.
Mrs. W. Hall Waugh, of Calgary, who left Moncton Tuesday, was on the train, en route to her home. She was unhurt.
F. W. Gross, with his wife and daughter, were also passengers in one of the Pullmans, and were on their way to Calgary.

Ottawa, June 25.—Eight dead and fifty injured were the result of a collision between a Pullman car and three miles from Ottawa this afternoon, when the C.P.R. Winnipeg train left the tracks on the Ottawa river. The C.P.R. officials in Ottawa dispatched medical men and others to the scene of the accident as soon as possible, and the work of the train crew was to insure that their journey was taken without incident to a special by way of Kemptonville.

Passengers Were Cool. Wrecking hurriedly at Ottawa and Smith's Falls were promptly on hand and it is said that the track will be clear for traffic early in the morning. The train for Toronto was also sent around by way of Kemptonville. There was remarkably little panic among the passengers. The Russians took things stolidly, while the British emigrants hurried about their business, those who escaped or who were only slightly injured helping the less fortunate to extricate themselves. Those who were injured bore up most pluckily after the first alarming cries and their grit was commended upon by physicians and others. There were many pathetic scenes as women and children, going to join their husbands and fathers, or whole families going to the rescue of those who were injured. Some members of families were killed, while others who were injured were hurried to the hospital so quickly that their relatives did not know where they had gone.

Only Two Drowned. Most of the deaths were caused by the people being hurled against the sides of the cars when they toppled over. One little boy was drowned, having been pushed through a window into the river. One woman and a boy, who were apparently thrown out of the train, were caught underneath and their bodies were not thought they were still in the water. The second man who was killed was a Pullman car porter, who was thrown from the train and fell into the river. The first car to be overturned was the Pullman car, which was the second car from the front. The car broke from the others, the first car following, remaining partly on the railroad bed with its nose pointing toward the river. The second car, which was next to the side platform from the river and remained upright at an angle of about forty degrees. The dining car left the rails, but remained practically in a straight line, the second man who was killed being thrown from the train. The last car had only its front trucks off the rails.

Physicians Rushed to Scene. Messages were sent to the city for help and in a short time there were

ROGERS ALSO VEXED WITH HORNE PAYNE'S ATTACK

Will Take Much More Than His Statement to Affect Western Securities

Winnipeg, June 25.—Hon. Robert Rogers has wired the Saskatchewan board of trade as follows: "The message to Ottawa has been repeated to me here, regarding statements made by Horne Payne, and let me say that I entirely agree with the statement which you have registered. It surprises me that a man like Horne Payne, who claims to have some standing as a financier, should be so utterly and absolutely ignorant of conditions in Western Canada. Western securities bonds are everywhere popular, and it will take a great deal more than a statement of a man like Horne Payne to affect their good standing. However, this does not excuse him for attempting to misrepresent the business and credit of others in a manner which might be better attending to his own."

THREATEN RAILWAY TO GO SLOWLY ABOUT TAKING OFF CAR CHECKERS

Vancouver, June 25.—Threats are being made by the most prominent merchants of this city that they will withhold their business from the Canadian Pacific railway unless it withdraws its order in regard to taking off the car checkers who will at once send a message to Winnipeg to divert the train and three hundred cars to the way that is at present on and after Thursday checkers will not be allowed to check contents of freight cars, which must be accepted as they arrive by the consignees. The wholesalers hold this will mean an enormous loss to the railway company. They have already been diverted to the Great Northern tracks at Winnipeg is denied, but an authoritative source states that the message has been forwarded as well as statements to Shuswap and Bury on the subject.

What the West Did Yesterday

WINNIPEG, Man.—Are building permits this year number dwellings which will be built for the purpose of military registration of building materials. The city will take a great deal more than a statement of a man like Horne Payne to affect their good standing. However, this does not excuse him for attempting to misrepresent the business and credit of others in a manner which might be better attending to his own.

WHITE SLAVER GETS AWAY FROM LETHBRIDGE; DRAG NET OUT FOR FUGITIVE

Lethbridge, June 25.—John McMurdo, sentenced to one year for trying to force his wife into a life of shame, escaped from the police cells at night on his trail this afternoon. At 12:30 a constable brought in the prisoner, who was so obstreperous that the constable was unable to get him down to the cells. They put him in all right, but apparently did not securely shut the door, and about ten minutes later, when the inspector came to the stairs, he found McMurdo missing.

VANCOUVER MAN HAS LEFT \$130,000

Vancouver, June 25.—Alex Archibald McDonald died here recently, leaving an estate officially appraised at \$130,000. Most of the money goes to Daniel McDonald, J. G. McDonald, Mrs. McDonald, and Mrs. Mrs. Mary McLean, of New Waterford, Cape Breton.

PHONE M2166

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TO HIRE YOUR HELP
TO FIND A POSITION
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TO GET A BUSINESS
TO GET YOUR NEEDS
TO FIND A SERVICE
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