

THE ALBERTAN

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WEDNESDAY, JULY 31, 1912.

LOOSENESS SOMEWHERE

It is evident there was looseness somewhere in connection with the advertising of the money by-election held Monday, according to numerous residents of the city who reside on the north side of the Bow. Residents of Crescent Heights who had their first opportunity of voting on money by-laws and who were vitally interested in the election to provide for the extension of the water system, were loud in their complaints yesterday that the advertising of the by-law had not been of sufficient thoroughness to acquaint the people of that section that they had the opportunity to vote.

One resident of Crescent Heights who called on the editor of the paper stated that very few people in that district were aware that a vote was being taken. He pointed out that while the provision for advertising money by-laws by the insertion of legal notices in the newspapers three times had been complied with, as far as he was aware nothing further had been done to acquaint the voters of the fact that an election was to be held. He pointed out further that it has been the custom in the past to put placards on the street cars when votes of the kind are being taken and that this was not done. He pointedly inquired what the city pays a publicity commissioner for if the preparation of news articles on subjects of this kind for the newspapers is not one of them. This complaint declared the belief that the fact that only three votes were recorded in Crescent Heights was due solely to lack of proper advertisement and not to want of interest on the part of taxpayers, as was supposed to be the case.

That the by-laws were not advertised as thoroughly as has been the case in the past, seems to be true and while there is no doubt something in the argument that people who are vitally interested in a public question of large importance to themselves would do well to take the trouble to inform themselves, still it seems obvious there was looseness somewhere.

Whose was the fault?

BEGINNING TO SEE THE LIGHT

If we are to judge from the utterances of President G. T. Somers of the Toronto board of trade as published in an interview from Vancouver yesterday morning, the east is beginning to see the light with regard to the great farming community of the west. Last fall the east denied the farmer of the west the opportunity to increase his earnings and there is no use of attempting to deny the fact that there has been a strong sentiment of resentment in the heart of the western farmer against what at least seemed a willingness on the part of the east to circumscribe the opportunities of the west while at the same time profiting from the westerner's burden, put upon him by the heavy tariff.

The voice of Mr. Somers is one of the first to be raised from the east in behalf of the western farmer. He professes a great interest in the welfare of the western farmer and assumes to tell them what will cure their ills, industrially.

Undoubtedly Mr. Somers points out some things wherein the western farmer would be distinctly benefitted if his suggestions were put into effect. He tells the country that reciprocity would be quickly forgotten if freight rates in the west were made to conform to the rates in the east. Then he says that if protection is a good thing for the east it must be good for the western farmer and suggests giving him some. But how does he propose to do it? Why, by bonusing the flour industry which he says would increase the price the western farmer would get for his wheat by a couple of cents a bushel.

That's generous all right, but it may be noted that he does not propose to benefit the western farmer to the extent of a trifle without benefitting a manufacturer a great many times as much.

In the judgment of The Albertan Mr. Somers and all others similarly minded, will have a hard time making the western farmer believe that a panacea for his industrial ailments will ever be found in the maintenance of the present tariff arrangement whatever half measures may be adopted to increase the price he gets for his products by a little. He does not want protection for that which he has to sell; he isn't afraid of his business being rendered unprofitable by farm products being shipped in from the states or any other country to compete with his and while that is true it will be a difficult matter to convince him that protection which makes him pay higher prices for that which he has to buy than are paid anywhere else in the world will ever benefit him in any very large measure.

It would undoubtedly be a very great benefit to the western farmer to have the freight rates put on an equality with the rates of the east and the indications are that it is going to come; possibly

the bonusing of export flour might have a tendency to be of some benefit to him, but the question is at least a debatable one. Bonusing is not especially attractive and someone has got to pay the bonus. It can scarcely be doubted that the farmer would find he had his share to pay and it would be a good deal like robbing Peter to pay Paul.

Mr. Somers' proposal, designed to benefit the western farmer by increasing his ability to earn by raising the prices of that which he sells, is entirely laudable, but it does not take into account the lack of ability to sell which he is going to be up against in a few years with the prodigious increase in the aggregate of farm products that is going on from year to year. If some means of opening new markets to him is not found, you may call it by whatever name you like, we are strongly of the opinion that reciprocity will not be dead in a year whatever small sops you may throw to the western farmer with a view to pacifying him.

As to Mr. Somers' suggestion that the government provide drying plants and plenty of elevators, no one will take issue with that. It would be a distinct benefit to the western farmer.

The east seems to be beginning to see the light, but it will have to see more of it before the western farmer is satisfied.

WATCH CALGARY AFTER NOV. 1ST

To the occasional pessimist who is wont to complain that Calgary is expanding too rapidly for safety and soundness, The Albertan would say: Watch Calgary after November first. On that date, if all calculations do not miscarry, and there is the soundest of reasons to believe they will not, the Grand Trunk Pacific will begin running trains into the city.

Surely it is not too optimistic to believe that if Calgary has had such an unprecedented growth with the lines of but one railway company serving the city, with another trunk line opening up other new, great and rich territory and making it tributary to Calgary, the development incident to the coming of the road may with good reason be expected to be very large.

The Albertan expects to be a very much interested witness of further large and substantial growth of the city with the coming of the new line and it expects to see that growth further augmented with the coming of the Canadian Northern a little later.

Obviously, the day upon which the pessimist may realize on his gloomy prognostications is not yet.

Vest Pocket Essays

By GEORGE FITCH

A PULLMAN porter is a man who makes beds in a sleeping car for a living. He makes 24 beds each night and gets done just in time to begin making them in the morning. When business is brisk, a porter sometimes has to go without food for three days, because he cannot take the end of a pillow slip from between his teeth long enough to snatch a bite.



Besides making up beds, the porter has to blacken shoes. All night long he blackens shoes, putting black blacking on the tan ones, and tan blacking on the black ones with great care. He blackens all the shoes he can find and then puts them away in a pile. Then he goes away himself and stands out in the cold gray dawn on the station platform for hours at a time, while his guests ring a bell that has been disconnected. However, he always gives the shoes back when he gets around to it. Sometimes a greedy guest takes a second helping of shoes and the last man gets left, but this is not the porter's fault, and those who blame him wrong him cruelly.

Porters are always dark men but they are not as dark as their deeds. A porter likes nothing better than to steal the white broom out of the wash room and then rent his own broom to the passengers for a quarter apiece.

Porters are also absent-minded. While thinking about their wrongs, they forget to waken the sleeping passenger until the train is slowing down for his town, thus compelling him to dress lightly in his trousers and leap for life with a bushel of clothes in his arms. But porters are very faithful. All night long when he is making beds or blackening shoes, the porter sits by his car heater and stokes it. If the thermometer drops below 111, he is ashamed, and weeps bitterly over his neglect.

People criticize the Pullman porter because of his haughty ways and his gloomy disposition, but we should not forget his wrongs. What with trying to unmake beds while the people are still in them and getting black with shoe blacking, he has a hard time of it. He has to be a good sleeper, for he has to be up and about when the train is making a stop. He has to be a good sleeper, for he has to be up and about when the train is making a stop. He has to be a good sleeper, for he has to be up and about when the train is making a stop.

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A LIGHTHOUSE TWO MILES INLAND

Beams From the Ambrose Channel Beacon are Thrown 25 Miles

One always thinks of a lighthouse as being some tall rocks against whose base the ocean surges thunder incessantly. The great beacon that the federal government has just completed and put in operation to guide ships coming up the Ambrose Channel into New York Harbor at night is more than two miles inland.

It is set on the top of a green, tree-clad hill. A broad sweep of undulating country—farmlands and forests and spired villages—separates it from the sea. It is officially known as the Staten Island Rear Range Light, and it sends its white brilliance a path nearly three thousand feet wide—twenty-five miles through the blackness of the night.

A Wonderful Waterway

The Ambrose Channel is one of the greatest waterways in all the world. This new light and the others already in place practically complete its illumination. So well lighted is it now that it is as safe for ships at night as broad-day for vehicles. The Ambrose Channel is a huge sea canal on which the government spent some eight years and five million dollars. It is seven and one-half miles long, two thousand feet wide and forty feet deep. It was finished less than a year ago. It extends to a huge angle for the ocean far up into the lower bay and provides a safe channel for the greatest ships in the world. The channel is marked by two lines of buoys, each buoy on one side and whistling buoys on the other, with the West Bank Light at the head. But in severe storms the buoys are sometimes dislodged. With the Staten Island Rear Range Light in service, however, the two light dead ahead of vessels furnish a certain indication of the channel's centre.

This oddly placed inland lighthouse, which surmounts Richmond Hill, Staten Island, stands 230 feet above the sea. Ninety feet of this is the elevation of the tower itself. It is what is known as a "fixed" light. It does not revolve like the flashing beacon on the Navarino Heights, but shines steadily in one direction—straight along the broad waterway lane of the Ambrose Channel. It is a large, white, tapering tower, a mantle not much larger than half a banana. Its brilliancy is 300,000-candle power.

HOMES FALLING INTO DECAY

Rural Living Accommodations of English Laborers are Deplorable

(From The New York Sun)

There is a lack of cottages and homes for laborers in many of the rural districts, more particularly in the counties of Essex and Somerset in England.

At Ilverston, Somerset, many cottages have been condemned by the medical officer of health. They were overcrowded, and inmates were forced even to sleep on the landing. Neither the district council nor the land owners are prepared to build, partly for the reason that the recent land taxes have been very increased, and no less greedy ladies-in-waiting have taken advantage of the situation to build up a cottage accommodation.

Every year the situation is getting worse. It does not pay to build, and the thousands of pretty old cottages built before the days of agricultural depression are falling into ruin.

WOMEN AND HER RAIMENT

Many of Them Pay \$20.00 For Gowns in a Single Year

(American Magazine)

Napoleon at the beginning of the Empire allowed Josephine \$12,000 a year for her toilet, later he made it \$30,000. But there was never a year she did not far outstrip the allowance. Masson declares that on an average she spent \$250,000 a year and the itemized accounts of articles in her wardrobe give authority for the amount.

Josephine's case could be even more suggested in our democracy, yet women in American society bought last summer in Europe a half-dozen night gowns, each worth a thousand dollars apiece. There are women who will start on a journey with 100 or 150 pairs of shoes. There are others who bring and send to the States a great many gowns for a season. What can one think of a bill of \$500 for stockings in one season, of \$20,000 for a season's gowns, coats and hats from one shop and as much more in the aggregate for the same articles in the same period from other shops; this showing was made in a recent divorce suit.

What can one think of duties of over \$20,000 paid on personal articles by one woman who yearly brings back similar quantities of jewelry and clothes? The \$20,000 in duty meant an expenditure of probably about \$100,000. It included over \$12,000 for hats, over \$3,000 for corsets and lingerie. This was undoubtedly exceptional; that is, few women of even great wealth buy so lavishly. Yet good round sums even if they are small in comparison are spent by many women in their European outings. They will bring from six to twelve gowns, each worth an average of at least \$150 apiece, and an occasional woman will have half a dozen averaging from \$450 to \$500 apiece. One might say that the average woman is costing \$25 to \$50 apiece was a fair average, though \$800 to \$1200 worth is not so rare as to cause a panic at the Customs House.

Many of the greatest reforms of the age have originated in England, and among those will be classified the movement in the British parliament to limit expenditure. In the connection suggest the admirable plan of the House of Lords, who, when in council, permit an orator to speak only so long as he can stand on one leg. The suggestion is an admirable plan to introduce in the Canadian parliament.

The correctness of the position of the Canada Cement company at that time would seem to be reflected in the facts as relates to the local cement development. Some days ago an embargo was laid on the supply of cement against all shipments of cement from this territory to Edmonton, Strathcona and

HUDSON'S BAY COMPANY

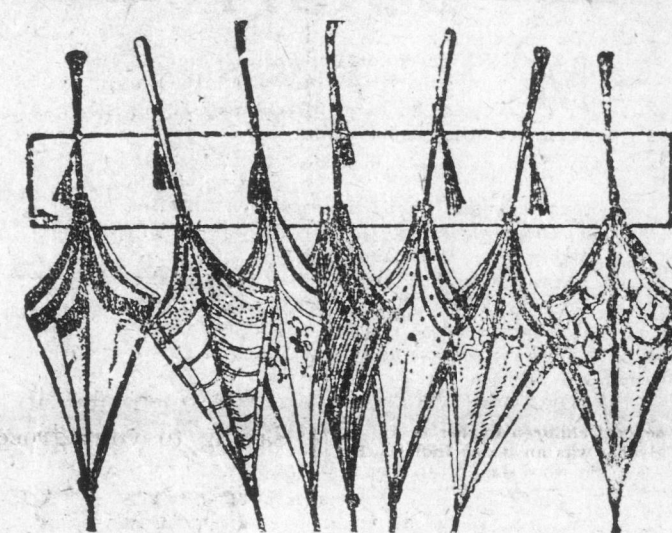
Store Closes at 1 p. m. Today---Extra Specials For a Busy 4 1-2 Hours' Shopping

Mothers Can Save on Boys' Knickers

As a rule boys are so hard on their knickers that mothers have to get new supplies often. If you are in this position here is your chance to get a new supply and save money. These knickers are made from hard wearing tweeds and in the bloomer style. They have two pockets, are lined throughout and come in pleasing dark gray and fawn striped patterns; all sizes, made to sell at \$1.35. This morning special \$1.00

Remnant Sale of Laces & Embroideries at Half Price

Be sure and take advantage of this remnant sale, because it will save half the usual cost involved in trimming white wear waists, ladies' and children's dresses, etc. The collection comprises a wide range of designs and in fine laces and insertions, also Swiss embroidery edgings, bands, insertions and headings; widths 1-2 to 6 inches. This morning Half Price.



Sale of

SUNSHADES

Today, 9 a. m.---Not Before

Now that "Old Sol" has returned from his vacation the sunshade again holds full sway. This morning you can select a new one at 50c and get a 65c to \$1.00 value. These Sunshades comprise the balance of a special purchase, which accounts for such a splendid offer. They are made of fine mercerized fabrics and with strong ribs and handle. They come in a wide range of floral, stripe, check and border effects and in a variety of colors. See them in 8th Avenue window. 65c to \$1.00 values.

This Morning, 9 a. m.

Until 1 p. m.

50c

Carpet Ends at Half Price and Less

A few carpet ends are always useful in the house, especially as bedroom, bath room, hall and door mats, and for several other purposes.

Today you can secure one or more of these useful articles and at a saving of half the usual price. They come in a wide range of floral, conventional and art designs; also in combination colors of green, fawn, brown and cardinal. They are also of good quality and wear splendidly.

Tapestry Ends. Regular \$1.10, for 50c
Brussels Ends. Regular \$1.50, for 75c
On Sale Today, 9 a. m. to 1 p. m.

30c Playing Cards 15c

When you can buy the famous Goodall 30c playing cards for 15c, you are getting a good bargain and should make the most of it. We are a little overstocked with these cards, otherwise you wouldn't be offered such a snap. But take a hand in this game today, for it is a trump value. Regular 30c, 15c for Dry Goods Section

The Price of All Cretonnes,

Dimities and Taffetas

Cut in Half

Shoppers who come to this sale will go away with high grade draping materials and with a saving of half to boot. We have too many for this time of the year and this sale is calculated to even matters. There are too many in the collection to give an adequate description, but it contains materials suitable for curtains, hangings, coverings, valances and numerous other purposes. Wide selections of patterns and colors; good widths. Regular prices 12-20 to 65c.

This Morning, 9 a. m., Not Before HALF PRICE

112 piece Bridal Rose Dinner Sets

Reg. \$25 for \$17.50

A dinner set opportunity of this great saving nature does not occur often. It is this fact that we wish to emphasize, also the fact that you must take advantage of it this morning if you wish to get one. It is one of our very popular open stock designs and comprises 112 pieces to the set. It is made of fine white Austrian china, with clustered rose border and gold filigree edge; all handles are decorated with gold and centre of plates, etc., has clusters of roses. Each set is made up as follows:

- 1 doz. tea plates
- 1 doz. cups and saucers
- 1 doz. breakfast plates
- 1 doz. dinner plates
- 1 doz. soup plates
- 1 doz. fruit saucers
- 1 salad bowl
- 2 covered vegetable dishes
- 3 paters, 10, 12, 14
- 1 sauce tureen and stand
- 1 each sugar and cream
- 1 stop bowl
- 1 spoon tray

Regular \$25, 112 Piece Set Today, 9 a. m. Until 1 p. m. \$17.50

Apricots

4 Basket Crate, Today 8.30 a. m. \$1.65

Peaches

Choice and Ripe, Today 8.30 a. m., crate \$1.25

Women's Cream Serge Suits and Coats

at Great Savings

These Cream Serge Suits and Coats have a charming, summery appearance, also plenty of dignified style. They are garments for the woman who wants to be well dressed and who appreciates good quality, superior tailoring and stylish materials. Continuing today these pre-inventory prices will enable you to buy one of these handsome garments at a big saving.

- 1 Cream Serge Suit, fine French serge, trimmed with sky, moire and cream applique. Regular \$35.00, for \$19.00
- 2 Black and White Stripe Suits with black satin piping and B. & W. serge buttons. Regular \$35.00, for \$19.00
- 1 Cream Novelty Suit, corduroy, trimmed with B. & W. piping and beautiful applique collar and cuffs. Regular \$39.00, for \$25.50
- 1 Cream Serge Suit, fine French serge, purple satin trimming and large pearl buttons. Regular \$32.50, for \$19.00
- 1 Cream Serge Suit, black and white silk penguin collar and pearl buttons. Regular \$30.00, for \$15.95
- 5 Cream French Serge Suits, with fine blue or red hair line stripe, striped man tailored. Regular \$25.00, for \$19.00
- 1 Cream French Serge Suit—Plain tailored style. Regular \$25.00, for \$15.95
- 1 Cream Serge Coat, large collar and cuffs, black satin trimming. Regular \$11.25, for \$7.50
- 3 Cream Serge Coats—Some plain others trimmed with black, two have new belt effect. Regular \$18.50, for \$9.95
- 1 Cream Serge Coat, blue and white polka dot trimming. Regular \$21.00, for \$12.95
- 2 Cream and Navy Stripe Coats one red satin trimmed, the other navy silk trimmed. Regular \$17.50 and \$13.25, for \$9.95
- 1 Cream Serge Novelty Coat, large collar and cuffs, black satin trimming. Regular \$25.00, for \$15.95
- 3 Cream Serge Coats, with fine black stripe and paiseley collar. Regular \$15.00, for \$9.95

On Sale Today and Tomorrow.

IF NO DISCRIMINATION, A BLOCKADE CERTAINLY

Discrimination against Canadian industry in favor of American, and a freight blockade seem to be involved in the situation as regards the supply of cement at the present time.

A few weeks ago the country was confronted by a shortage of cement which promised to greatly interfere with the building development of all parts of the Canadian West during the season. At that time the Canada Cement company maintained that if the railroads would supply the cars that company would supply the cement.

The correctness of the position of the Canada Cement company at that time would seem to be reflected in the facts as relates to the local cement development. Some days ago an embargo was laid on the supply of cement against all shipments of cement from this territory to Edmonton, Strathcona and

Saskatoon and since that time no shipments of cement for those points have been accepted here.

It has been claimed by the cement people that while no local cement would be accepted for shipment, American cement was going through to the points in question and the situation had the appearance of gross discrimination against the Canadian industry.

However, the railroad people deny that there is any discrimination and assert that all cement is included in the embargo. A dispatch from Vice-President G. M. Roosevelt of the C.P.R. received yesterday, bears out that claim.

The reason given for the embargo is that the yards of the points in question are so congested that no further traffic for them can be accommodated. The reason for this, it is claimed, is not that there is not sufficient motive power to move the cars but that consignees fail to unload.

Whatever the truth may be relative to the cement embargo and the freight blockade in the north, the fact that such conditions do exist, point a moral and to that may be expected this fall when the crops begin to move, if those shipments of cement from this territory to Edmonton, Strathcona and

do not take steps to take care of themselves as far as they are able, either by providing storage, if they are grain shippers or by getting their shipments in early if they happen to be consignees.

The fact that a blockade can occur at this time of year undoubtedly indicates one of two things, either that there is not motive power available for handling the business or that the volume of business of the country is so great that it simply cannot be handled and in either case the situation undoubtedly points to strenuous times this fall.

The 10-year-old daughter of a well-known actress, who lives in Harlem, went to stay all night with another little girl a block away. The visitor left home at 8 p. m. and was to return at noon the next day. It was her first night away from home. The next morning about 9 o'clock she called her mother on the telephone.

"Are you all right, mamma?" she asked.
"Yes, dear," replied the mother.
"Sure you're not sick?"
"Yes, dear."
"Well, why haven't you written me, then?" asked the child.
—New York Telegraph

WILL DEMAND DRY DOCK

Quebec Citizens Will Ask the Government to Establish One at That Port

Quebec, July 30.—The Quebec board of trade, together with the harbor commissioners and leading citizens of Quebec, will form a delegation to interview the Hon. F. D. Monk, minister of public works, who will visit here tomorrow. They will insist upon the urgent necessity of having a dry dock built at Quebec. The illustration of this necessity having just been given by the experiences of the Empress of Britain which will be obliged to go to England for permanent repairs.

Captain Connel, of the Helvetia, and his crew are being looked after by the Canadian Pacific railway, while the score or more of Chinamen composing the Helvetia crew are held by the immigration authorities. They will sail for England by the Virginian on Friday.