

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 provision for the extension of the water system, were loud in their complaints yesterday that the advertising of the by-law had not been sufficient thoroughness to acquaint the people of that section that they had the opportunity to vote.

One resident of Crescent Heights who called upon the editor of the paper stated that he felt certain 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 the kind are being taken and that this was 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.

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 so 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 bonanza 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 sad man. He 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 blackening on the tan ones, and tan blackening 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 the car heater and stoked it. If the thermometer drops below 111, he is ashamed, and weeps bitterly over his neglect.

Porters are always dark men but they are not so 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 the car heater and stoked it. If the thermometer drops below 111, he is ashamed, and weeps bitterly over his neglect.

Ideas of a Plain Man

By DR. FRANK CRANE

THE government ought to be changed. There never was a government that did not need changing. There never will be.

Certain reformers seem to imagine that if we could get a perfect government the ills of the nation would speedily be cured.

This is merely one form of that enthusiastic but mistaken dream which in general mankind is prone to wit, that we ourselves would be ideal if we only had ideal circumstances.

For government is but a circumstance, a part of our environment, one of the outward conditions to which we are subject; a very important one, to be sure.

But we might as well say, if we had an ideal family, or home, or town, or schools, or churches; for all these things mean simply ideal people, which you probably will never find.

We all have the perfect man, the faultless woman in our minds' eye; but we shall never see one with the eye of this flesh. The best we can do is to keep approximating to perfection as best we can.

The ideal government is simply that government where there is the maximum of order with the minimum of constraint.

We approach this only as individuals become by nature more orderly. As the citizen improves in self-control the control of government gradually disappears.

Absolutism and privilege are necessitated by ignorance, not intelligence and altruism can bring about pure democracy.

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 this 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 spiraled 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 miles long 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 Broadway is 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 a mile and a half 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, both buoys 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. When the Staten Island Rear Range Light in service, however, the two light dead ahead of vessels furnish a certain indication of the channel's center.

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 of the Navvink Light, but shines steadily in one direction—straight along the broad waterway lane of the Ambrose Channel. It is a kerosene light, and its light is a powerful ray from 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 Deploable

(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 Dulverton, 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 greatly increased. The result is that many families must live in insanitary conditions, and those who desire to marry cannot find a partner. There are parishes where none has been married for fifteen years and more. In the neighborhood of a small holding in the county of Berkshire, three couples were recently forced to the workhouse solely for want of 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 \$200 For Gowns in a Single Year

(American Magazine)

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

Josephine's case, of course, exceptional in history. She was an untrained woman, generous and pleasure-loving, utterly without a sense of responsibility. She had all the instincts and habits of demimondaine, moreover she had been thrust into a position where she was expected to live up to great traditions of magnificence. Her passion for ornament had every temptation and excuse for it was constantly excited by the hoards of greedy tradesmen and no less greedy ladies-in-waiting who hung about her urging her to buy and give.

It is hard to believe that Josephine's case could be even remotely suggested in our democracy, yet one woman in American society bought last summer in Europe a half-dozen night gowns which she paid a thousand dollars apiece. There are women who will start on a Journey with 100 or 150 pairs of shoes. There are others who buy black satin piping and B. & W. serge buttons. Regular \$35.00, for \$19.00.

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.

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 clothing, and \$30,000 in duty meant an expenditure of probably about \$100,000. It included over \$1,200 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 twenty gowns which will average 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 of a dress costing \$25 to \$50 apiece was a fair average, though \$300 to \$1200 worth is not so rare as to cause a panic at the Customs House.

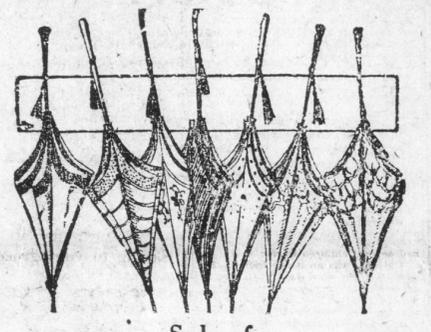
Many of the greatest reforms of the age have originated in England, and among those will be classified the movement in the British parliament to live up to the motto of the late Lord Salisbury, "The best of the best of the best." The admirable plan of the Hotentots, who, when in council, permit an orator to speak only so long as he can stand on one leg. It would be an admirable plan to introduce in the Canadian parliament.

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



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

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, bandings, insertions and headings; widths 1-2 to 6 inches. This morning Half Price.

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 12-24 to 65c.

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

Apricots

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

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 piece made up as follows:

- 1 doz. ten 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 pattern, 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

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 bengaline collar and pearl buttons. Regular \$30.00, for \$15.95. 5 Cream French Serge Suits, with fine blue or red hair line stripes, striped man tailored. Regular \$35.00, for \$19.00.

- 2 Cream and Navy Stripe Coats one red satin trimmed, the other navy silk trimmed. Regular \$17.50 and \$18.25, 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—Some plain, others trimmed with black, two have new belt effect. Regular \$18.50, for \$8.95. 1 Cream Serge Coat, blue and white polka dot trimming. Regular \$21.00, for \$12.95. 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 situation. Some days ago an embargo was declared 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. Rosworth 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 what may be expected this fall when the crops begin to move, if those shipments of cement from this territory to Edmonton, Strathcona and

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 railways, while the score or more of Chinamen composing the colliers crew are held by the immigration authorities. They will sail for England by the Virginian on Friday.

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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

9.30 p. m. CHANGE 1191. ELECTRIC. HATS. COATS. SUITS. GLOVES. ANTS. EASTERN. Ltd. Calgary, Alta.