

AUTOMOBILE DEPARTMENT

Calgary's automobile club has determined to have the roads throughout the province of Alberta materially improved and the members are going at it in a business way. They are not appealing for subscriptions but have arranged to bring pressure to bear upon the provincial parliament to have a large part of the \$23,000 revenue paid annually by motor-vehicle owners in this province expended in road improvements. Automobile owners in this province pay a tax of \$10 per annum and as there are more than 2,300 automobiles owned in Alberta the club provides a fund which would be very valuable in maintaining good roads.

The motorists are entirely unselfish in their demands. Good roads are as essential to the farmer as to the city dweller. The club is not a selfish organization and that we cannot isolate our own interests from those of the province as a whole. The club is not a selfish organization and that we cannot isolate our own interests from those of the province as a whole.

Calgary has a duty to perform when His Royal Highness the Duke of Connaught visits us in September. The city should be well decorated and put on a gala attire during the sojourn of the distinguished guest. Automobile owners can help largely by having their cars decorated for the occasion and the demonstration planned by the Auto club should be generously participated in. It is the intention of the club to have

a big automobile parade and practically every machine in Calgary and many from outside cities as well, should be in line.

Women Watch New Features

Wide-awake women in Montreal are more interested in the motor-car problem than ever before. A woman no longer estimates the merits of a car by the speed with which it transfers her from point to point, or merely its pretty color. She may not be conversant with all of the underlying and poppet valves, ignition or carburetion, but she wants to know and test the results. During the last year more women than ever before have taken up the driving of their own cars with the principles of the sliding sleeve out of the chassis, and 1912 will see many more do the same.

When buying a 1912 model the woman that expects to drive her own car all or part of the time is alert to ascertain if it is too bulky for her to handle in districts where traffic is congested. She will be decidedly in favor of a car equipped with a self-steering, electric-lighting system and shock preventers.

In wet weather when the roads about the island are muddy, few women feel secure of driving a car without the regular antiskid chains on the rear wheels, but I have found many who prefer a non-skidding type of tire tread on the rear wheels at all times, so great is their dread of skidding at turn of corners, of wheels being caught in trolley tracks, which cause violent swerving. Personally, I feel much safer in a car with studded tires.

Beyond a doubt, many times the important question, "Will I be able to manage a motor car alone?" can be answered by a demonstration of the self-steering and electric-lighting system. Cranking a car is arduous, skirt-solling and sleeve-tipping work at best, more strenuous than many women otherwise capacitated to drive. Also in waning light if the day has been stormy, it is repugnant to anyone to circle a car through mud and snow in an effort to light rear and front lamps. Women from lack of years of practice,

are not adept at lighting machines where a strong wind is blowing and they welcome an invention that will free them from becoming chilled or drenched while endeavoring to light three lamps, to avoid the embarrassment of being arrested on a public road, or what is even more embarrassing to insure their own safety.

The women who wish to ride without injury over rolling, rough or flat country roads who dislike jolting and fears the troubles or overstraining of clashing with springs—and that means every woman—will appreciate shock absorbers. They can make a great difference in the way a car rides as the writer has ascertained from practical experience.

If a car is to be selected for health-giving dashes on fine days, some of the new runabouts on exhibition will be found ideal; and the electric hand-sets are easily handled and well equipped for a short trip will please all. For open cars women find wind shields absolutely indispensable and the adjustable types are preferred. Stiff winds, while not always unpleasant, plays havoc with midday's hair.

Abolish the Cut-out (sh)

Most convincing proof was furnished during the motor tests conducted last week in New York under the auspices of the Touring Club of America, the use of the cut-out, a device which eliminates the use of the muffler, out on automobiles—a movement that has spread throughout the country. With a view to demonstrating that a motor equipped with a muffler and a signed muffler will develop its maximum power without the use of a cut-out, the Touring Club arranged with the Packard Motor Car Company for the experimental use of a Packard "30" motor which was installed in the laboratory of Joseph Tracey, the well-known automobile engineer, where a series of tests were made during the week under the direction of Mr. Tracey, chairman of the Club's Technical Committee. The figures obtained showed a much less percentage of loss in power without the cut-out than had been expected. The experiments recently conducted in London upon some of the best makes of foreign cars.

During the tests, several series of horse power readings were made at motor speeds of from 300 to 1,800 revolutions per minute, with the muffler connected in the usual manner and with the cut-out open, also with the cut-out closed. The results are to be used by the Touring Club as a basis for a recommendation to the Board of state and municipal authorities throughout the country for the enactment of uniform motor laws and regulations.

The point which was worthy of the greatest interest was that at the car speed of 30 miles per hour, the horse power readings were the same for open cut-out as with the cut-out closed. These tests which were conducted under the auspices of the Touring Club, were in complete agreement with the campaign which that organization has been conducting for the elimination of the muffler cut-out. This campaign has had the necessary effect abroad where the Local Government Board of London has adopted a regulation against the use of the cut-out, which becomes effective on the 31st inst.

Among the cities of the United States which have adopted ordinances prohibiting the use of the cut-out are Chicago, St. Louis, Syracuse, Rochester, Newbury, Kingston, Peabody, New Rochelle and many other cities and villages. The muffler cut-out ordinance for New York city, introduced upon the recommendation of the Touring Club of America, was reported favorably by the committee on laws and legislation, and it is believed will unanimously pass the committee of laws and legislation at its next meeting.

The ordinance drafted by the Touring Club's Technical Committee, which will be recommended as a model for other municipalities is as follows: Section 1—Every motor vehicle propelled by an internal combustion engine, when such vehicle is on any street, road, avenue, alley, park, parkway or public place within the city limits shall when such engine is running, be equipped with a muffler, or silencer, through which all of the exhaust gases from the engine will escape into the atmosphere, so as to reduce as far as possible the noise which such vehicle may produce. Section 2—The operator of any motor vehicle shall not use any device, fitting, or other apparatus or device which will allow the exhaust gases from the engine of such motor vehicle to escape into the atmosphere without first passing through a suitable muffler.

WOMEN SHAVE THEIR CATS

District Society Women Have Fur of Felts Clipped Because of the Hot Weather

Suffering cats! Come and get shaved! That is the call sent out by a number of society cat owners of the District of Columbia since the hot weather set in and since a woman in Chicago solved the problem of how to keep cats cool by having their hot fur clipped off. The cat-shaving idea has struck a popular chord among the owners of aristocratic felines, with the result that if the present hot wave continues scores of pedigreed tabbies are doomed to lose their furry coats.

Mrs. Henry L. West, president of the Washington Cat Club, said last night that she understands that several district women have already had their cats' hair clipped. Personally, she said, she believes in cutting tabby's fur only when it gets tangled, but other women do it because of the heat.

Comfort, Not Beauty, Considered The Chicago woman who recently had the fur of three of her prize felines clipped had it done after the manner in which poodle dogs' hair is cut, leaving bits of fur sticking out in spots. In Washington, however, this idea is not approved, the cats' hair being cut for comfort rather than for beauty. Mrs. Bixby, wife of Gen. Bixby, chief of the engineer corps, and herself a prominent member of the Cat Club, approved the idea of clipping her cats' hair and has put the plan into effect on her own felines, which are among the most highly prized in the city.

According to Mrs. West, many cat owners in England have their cats' fur cut regularly every summer, both to add to the comfort of their furry pets, and to add to the luxuriance of their fur during the winter. After a cat's hair has been cut it grows out more smoothly and softly, she said. The

London, July 22.—No other banking institution has so romantic a history as that pertaining to the Bank of England. The Old Lady of Threadneedle Street.

The founder of the bank was William Paterson, an adventurous Scotchman, who, it was said at one time of his life had controlled every privateer that sailed the Spanish Main. Paterson laid the foundation of his fortune in the buying and selling of slaves and the clearing of £100,000 as his share of the gold found on the sunken Spanish galleon.

THE USE OF TRACTORS

Over 1,800 young men in the prairie provinces received instruction during the last two months in the handling of tractors in schools conducted by experts of the Rumely company alone. These schools lasted from six to twelve days and were in operation in the cities of Calgary, Saskatoon, Regina and Winnipeg. The local gathering was attended by 160 farmers and farmers' sons of the province, every part of which was represented.

The period spent by the young men in these schools might appear to be quite insufficient to secure a knowledge of the modern tractor. The fact, however, is that the school of instruction is practically of a post-graduate nature. Almost every farmer in the province has had some experience with the new machine and many have been previously owned on the farm, or rented machines have been employed for brief periods. The machines of neighbors have been used for still more brief periods. The result is that the men who come to the schools have a knowledge of the machine, and the instruction on these points is given by the experts, and the student is given a practical grasp of the points very quickly.

The marked development in the use of tractors, as shown by the figures of the Rumely school, is a fact which is not to be denied. The fact is that the use of the tractor is becoming more and more general. The result is that the men who come to the schools have a knowledge of the machine, and the instruction on these points is given by the experts, and the student is given a practical grasp of the points very quickly.

The period for which attendance was absolutely required was six days, and a supplementary course was arranged for six days more. It was found that practically the entire body of men who attended the schools were from the prairie provinces. The work began on February 12 at Calgary and has just been completed at Regina. The attendance at both was the same, 300 at each. At Calgary, there were 250 students from the prairie provinces, and at Regina, there were 250 students from the prairie provinces. The work began on February 12 at Calgary and has just been completed at Regina. The attendance at both was the same, 300 at each. At Calgary, there were 250 students from the prairie provinces, and at Regina, there were 250 students from the prairie provinces.

AUTO SUGGESTIONS FOR COM.

Motor match rats are among the convenient fads for use in the car. The matches are extra long, and the case is of piskin.

One of the most convenient of surgeons' cases, as they are called, is shaped like a tiny dress suit case, the every convenience of a box, and so on, fitting in compartments on each side.

There is a silk waterproof cape and cap to match, which folds into a four by six inch envelope bag with button and strap, and a loop to carry it by. The cape is convenient to take in the machine. It will be found quite handy in sudden storms when leaving the machine for the more protected hotel veranda.

A convenient way to carry the motor map is in a folding piskin case with a snap fastener. It saves unfolding and having it blown or torn from the fingers. There are also two other inside pockets for papers and cards.

Flat motor veil cases of leather have a centre containing a strap under which is a sacker bag, and it also has the veil pins. It has two folds and a snap catch.

One of the newest gain robes for the front seat of the car is of rubberized silk, very light like the raincoats and giving excellent protection. They are of the same shade of tan as the rubber coats.

Stitched pongee hats, with rather wide brims, to match pongee coats, are quite quite sprightly worn with rose shaded chiffon long veils.

A very swaggy shantung dust coat in the deep vee and drop lapel model has a finish on collar, cuffs and reverse of pearl silk ratine. Large mother of pearl buttons are used on the front and smaller ones on each sleeve.

Custom has not been adopted as generally in the District as in other parts of the country, she stated.

"But it is a rule that the fur on the cats' tails never be cut," added Mrs. West. "The hair on the tails grows more slowly than the hair on other parts of the body, and I do not know—and therefore if the tail hair were clipped or shaved it would remain short for quite a while."

"Cats with long fur, especially Persian cats, suffer severely in the summer from the heat, and many people believe that it is perfectly proper to clip the fur and thereby add to their comfort."

The Chicago woman who had her cats shaved poodle fashion is also said to have provided her cats with especially prepared breakfast food, and to have them bathed in violet-scented water. Each cat has its own silver-mounted comb and brush. The woman, however, denied that their nails were manicured.

Mrs. West said last night that she believed accounts of how this woman cares for her felines are exaggerated. She declared she did not think any woman, no matter how fond of her cats, would be so foolish over them.

"I do not believe in such foolishness," said Mrs. West.

CASH THAT FOUNDED THE BANK OF ENGLAND

London, July 22.—No other banking institution has so romantic a history as that pertaining to the Bank of England. The Old Lady of Threadneedle Street.

The founder of the bank was William Paterson, an adventurous Scotchman, who, it was said at one time of his life had controlled every privateer that sailed the Spanish Main. Paterson laid the foundation of his fortune in the buying and selling of slaves and the clearing of £100,000 as his share of the gold found on the sunken Spanish galleon.

It seems to be agreed, says Harper's Weekly, that it was with these funds and those derived from his buccaneering expedition that Paterson, who had been banished to Holland by James II., financed, in part, the expedition of the Prince of Orange across the Boyne.

With the advent of William III. to the English throne came the first plans for the establishment of a national bank. Those writers who treat of the "inside history" of the times entertain no doubt that while William III. was indeed the moving spirit of the scheme, Paterson was, nevertheless, the indispensable man in the realization thereof.

The Jacobites unavailing denounced the bank as a revolutionary institution whereby the king would rather unto himself all the wealth of the nation. About the only concession the Tory malcontents of the day were able to extract from the government was a law, remaining in force to this day, that the bank might not lend money to the king or to the government except by the consent of both houses of parliament.

One of the bloody episodes in the history of the bank is that embraced in the story of Charles Walter Godfrey, the partner of Paterson. It appears that Godfrey while crossing the Channel in the midst of a terrific storm and laden with £50,000 in drafts for the aid of Louis XIV., insisted upon his right to deliver the warrant for the money into the hands of the king, then in the trenches under hot fire. As he handed the documents to the king, saying, in response to William's growl of remonstrance, "Am I, then, more exposed to danger than your majesty?" a cannon ball swept away his head.

Not so very many years ago there stood over the massive fireplace in the directors' room of the bank three rusty spearmen of the old "Brown Bess," speckled with a number of roughly shaped bullet holes. These relics were embodied in a picture of the November night in 1780 when the mob of Gordon rioters marched down from Newgate, setting a splendid example of the Royal Exchange. The attacking army wavered, stopped, and then, with a shout, they broke into the bank itself.

The clerks, armed with muskets, were posted before them. Before them lay rows of leaden inkstands, suggesting the possibilities of a new use. The inkstands were melted and turned into bullets. The muskets were loaded. At every window of the bank stood two marksmen, their guns trained on the mob below. Yet the rioters came on until they were within ten yards of the bank gates.

Then sharp and clear above the frightful din rose the order to fire, and from the windows poured a deadly volley. When the smoke finally cleared away two hundred and fifty lay dead or dying in the open space now covered by the esplanade of the Royal Exchange. The attacking army wavered, stopped, and then, with a shout, they broke into the bank itself.

During the first part of the reign of George II. it was the practice of the banks to give a receipt in payment of a deposit, the receipts being passed from hand to hand and serving the same purpose as the checks of today. At that time Child's bank, a private concern, which had the backing of a great part of the English nobility, exhibited such signs of future greatness that the Bank of England became greatly alarmed, especially in view of the fact that the "Old Lady's" notes were at a discount of 10 per cent. So little by little, through their agents, the manager of the Bank of England bought up every receipt bearing the Child's signature, following the collections to accumulate each year until the time should be ripe, during a shortage of gold, to present the receipts in one great mass for payment. It was deemed a certainty that Child's would not be able to meet the demand and would thus be ruined.

The principal figure in the drama that ensued was no other than the famous Sarah Jennings, in whom Child's Bank found its staunchest supporter. One night there came a wild clanging at the bell of the great gate of the Town of Blenheim—a clanging that soon awakened every eye in the town. A white-faced, travel-stained man staggered into the great hall, begging an audience with her grace. When the duchess, in her dressing gown, appeared, he demanded to know the reason for this unseemly visitation. The man explained that the Bank of England held the receipts in the amount of six hundred and twenty thousand pounds, that these receipts would be presented for payment at noon following, that the duchess was the agent, it was an order on the Bank of England for the payment of £700,000. He was in a state of great excitement, and he begged the duchess to sign the receipt at that moment.

Whereupon the redoubtable duchess sat down and wrote out a cheque. The duchess handed the cheque to the agent, who then signed it. It was an order on the Bank of England for the payment of £700,000. He was in a state of great excitement, and he begged the duchess to sign the receipt at that moment.

At 12 o'clock that day there appeared at the Child's counter an agent of the Bank of England bearing a bagful of receipts and blandly suggesting immediate payment. At the same moment the Child's agent was in Threadneedle Street receiving cash on the cheque of the duchess.

The cashiers at Child's naturally took their own time in scrutinizing the receipts, spending fully half an hour over the first batch alone. They were at the end of the first hundred when their messenger arrived. Then they quickened the procedure a little, and within ten minutes the Bank of England city had been paid in its own coin. The net result was that Child's was many thousands of pounds richer.

According to the county officials and physician, who accompanied the patient, the man has been insane 20 years. His condition was kept secret by his parents. The father, obliging to the hope that his son might regain his reason, shackled him with chains to the wall of a room in an obscure part of the house.

The father's death recently revealed the story. As soon as the county authorities learned the state of affairs they took charge of the demented man.

What the Press Agents Say

CLEVER PLAYERS COME IN "LOUISIANA LOU."

"I am sending on the tour of 'Louisiana Lou' the very identical company I have been playing in the La Salle Opera House in that musical comedy," writes Harry Askin, the manager of the La Salle, from Chicago.

It is Mr. Askin's idea that no La Salle Opera House play should be sent on tour unless every man and girl in the company is fitted in every way to appear in the La Salle itself. This is his idea, and it is also the general theatrical idea of the acid test of musical comedy to be able to make good in the La Salle audience in Chicago. "A player who can please a La Salle audience, can please an audience anywhere else in the world," is an axiom of the latter-day managers of musical comedy and comic opera.

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EFFEL TOWER WIRELESS CREATES DISTURBANCE

Paris, July 20.—Electricians at Chilly-Vallois who touched the wires of a large stand of telegraph wires not connected with any system received severe shocks. Investigation revealed the fact that the shocks were due to Herizian waves sent out from the great wireless station at Eiffel tower. By pure chance the group of wires filled all the conditions of height, distance and position necessary to receive the Eiffel tower's communications.

John D.'s Slim Chance Here's a new story on John D. Rockefeller told the other day by his Cleveland pastor, Rev. Dr. W. W. Bustard.

"While riding in an auto with Mr. Rockefeller recently, some miles from Cleveland," said Rev. Dr. Bustard, "we were about to pass a little barefooted fellow shivering along through the dust, when Mr. Rockefeller ordered the chauffeur to stop the car. Then he invited him to step up on the running board, and asked her where she would like to have the car stopped."

"The little girl said she wanted to get off at the second crossroads, and asked."

"How far are you going?" "Oh, we're going to heaven," Mr. Rockefeller answered.

"The little girl was surprised, as many people are when he says that. Then he asked: 'Don't you think you'll get there?' 'No,' said the little girl. 'And why not?' persisted Mr. Rockefeller."

"I don't think you have enough gasoline," she said.

EMPIRE Today at 3 and 8:45 Gus Shilkey's Summertime Girls In a Miniature Musical Comedy Rose & Ellis The Jumping Jacks Henry Hargrave & Co. Presenting the Comedy Dramatic Playlet, "Chums" Cates Brothers Vaudeville's Greatest Dancers Orwin & Herzog Those Two Mimet Boys EMPIRESCOPE First Run Films

Sherman Grand Monday, Tuesday, Wednesday, July 22, 23, 24. Matinee Wednesday Edward J. Bowes Presents MARGARET ILLINGTON

IN "KINDLING" By Charles Kenyon Prices, \$2, \$1.50, \$1.00 Matinee, 50c, \$1

LOGICAL Reasonings

Definite Announcements

Re SOLID PORT MANN By SIR WILLIAM MacKENZIE

SOLID PORT MANN

By SIR WILLIAM MacKENZIE

A LITTLE INVESTIGATION WILL READILY PROVE THE REASON

As stated by Sir William Mackenzie, Port Mann is to be the most important town on the whole system of the C.N.R.

Car Shops to be erected at the cost of five million dollars, half a million to be spent this year. This industry will employ 2,500 to 3,000 skilled mechanics. The Canadian Car and Foundry company's shops are to be erected at the cost of one million dollars, employing 1,200 men.

IF YOU WERE OFFERED A CHANCE TO Double Your Money in a Year HOW WOULD IT APPEAL TO YOU? INVESTIGATE AT OUR OFFICE—WE WILL SHOW YOU THAT YOU CAN

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