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CALGARY, FRIDAY, JAN. 18, 1907

CORPORATION NEARLY LOST IN THE FIRST ENCOUNTER

Council Evenly Divided About Considering the Proposition of Alexander & Budd Any Further.

WILL SECURE MORE FACTS ABOUT PROPOSITION

But the Aldermen Are Far From Deciding to Submit the Question to the People.

The city council played to a good house last night, the small audience chamber being filled early in the evening and illustrious visitors had to stand.

Before taking up the particular business of the evening, the report of the finance committee concerning the extension of the limits of the city to take in Riverside, Hillhurst, Elbow park and many other thriving suburbs was read. The report was reported without discussion.

The report of the investigation of the mayor and clerk about the coal shortage, was read in clear sterling tones by the clerk. The report reads as follows:

“Four special committees appointed to enquire into the coal question in the city beg leave to report as follows—

“We have interviewed E. H. Cran- dell who is agent of the Reliance mine near Lettbridge, and we find that all the coal produced at that mine is brought and sold in Calgary. He gets on an average eight cars a week, the cars average from thirty to forty tons each.

“We also interviewed C. S. Lott, agent of the Bankhead mines, and found that he has received on an average of three cars a day of domestic coal since the first of January, and an average of one car a day of steamed coal for manufacturing purposes. The Bankhead mine has five agencies between Winnipeg and Vancouver, and their capacity is 1,000,000 tons a year. Lott fully satisfied that Mr. Lott is getting more than his share of this kind for the city of Calgary. During the very cold spell recently, difficulty was experienced in getting the men to do the average amount of work required to supply the city.

“There has been no shortage of cars whatever for the Bankhead mine is limited to the amount of coal that can be put through the breaker.

“A great deal of difficulty has been found in getting the ordinary supply of coal for the domestic mines, largely owing to the breakdown on the southern road from the severe storms, and also on account of the extreme cold weather prevailing at the mines which pre-

vents the men from working full time.

“We also interviewed Messrs. Toole, Peet & Co., and found that they had 340 tons of coal on hand, the output of the Blairmore mine. This firm gets no difficulty in getting all the cars necessary for their transportation and usually receive an average of four cars a day. Some difficulty was experienced for a few days on account of the railroad being snow bound on the Crow’s Nest line. Even last Tuesday a wire was sent for further supplies of coal from Blairmore and a telegram received by this firm that the order was placed and the cars in readiness for same, which quantity will arrive in due course.

“In our investigations we found that the Canadian Pacific Railway had consigned some cars in readiness for same, which quantity will arrive in due course.

“In our investigations we found that the C.P.R. had consigned some figures in transit, owing to shortness of coal to supply the wants of their transportation. Two of the principal causes, so far as we are able to ascertain, that caused the shortness of the supply of coal in Calgary recently, were first, the closing of the Galt mine at Lettbridge, thereby taking a large output of coal off the market; and secondly, the strike at the Fernie mines, which also limited the supply from that source for a time.

“We are of the opinion that the principal mines to supply a greater quantity to this section than they were formerly required to do, is the weather gets slightly better than it has been for the last ten days that all stringency in reference to the coal market will disappear.

“We beg to again repeat that so far as supply of cars for the transportation of coal by the C.P.R. has been all that could be desired from them.

The Power Question

“But the important part of the meeting was without doubt, that of the power proposition. The others were certain issues, or preliminaries to the main bout. The result of the main struggle was what might be termed a draw. The proposition was down taking the night.

“By the following settlement of the local government so much this session, that it is now considering the advisability of purchasing a coal area from the Dominion for the purpose of operating the mines on the public ownership principle. Mr. Motherwell is now investigating the matter.

With the further settlement of the country the fuel question must always be an interesting one for the government.

Falling the execution of this public ownership scheme, it has been suggested that the government regulate the coal business of the country under a license system and compel so much fuel to be kept in stock. This would place the business in fewer hands and serve the needs of consumers much better than the present system.

However, not so much harm was done for the motion that was carried merely asks for the council to appoint a committee to negotiate with the corporation, to bring in a report and to consider the report at a subsequent meeting with some further details.

Had it not been for this little bit of stage alarm the corporation would have been down and out. As it was, the application was hanging on the ropes, (again the fight editor) for the last few rounds.

C. T. Jones, at one time a sturdy advocate of municipal ownership, when a member of the council, now the paid advocate of the corporation, presented their case with little enthusiasm. He admitted on the spot, that as far as a street railway proposition he preferred municipal ownership, but that in this case it was hooked up to such an attractive power proposition that the city could not but accept it.

He did not think that the city could go into the proposition however, and he thought this matter should be referred to the public.

In fact, it was the duty of the members of the council to send it on to the people.

He was unable to say what the cost of power was for the city but it was considerable. In Toronto the cost of power distributed was between five and six cents per unit. The people of that city were paying from eight to twelve cents per unit.

(Continued on Page 5.)

Big Wholesale Concern to Locate in Calgary

As Soon as That Is Established the Company Proposes to Manufacture as Well.

The Calgary board of trade information bureau has just received communication from a large wholesale grocery company in Ontario, of their intention of opening a warehouse in the west and were seriously considering Calgary as the point. The western business had expanded so much during the past year.

COCKBURN TRIAL COMES ON NOW

Legal Entanglements in Ontario Bank Case Swept Away.

MAY BUY A COAL MINE EITHER OWN AREA OR REGULATE TRAFFIC

Saskatchewan Will Take Action Regarding the Coal Supply.

100,000 Club Is Very Active Now

A Wholesale Establishment From Winnipeg Will Locate Here at Once.

Changes in the License Laws

A Deputation Waits on the Government and Asks for Sweeping Changes.

Edmonton, Jan. 17.—A deputation of the temperance and moral reform committee of the city churches waited upon the members of the provincial government today for the purpose of urging upon them various amendments desired to the liquor license ordinance. A petition in connection with this request for amendments is being circulated throughout the province to obtain as large a support as possible to the presentations which the committee intends making to the government.

CUSTOMS MEN ASK INCREASE

Place Their Case for Advance Before the Minister of Customs.

RECEPTION SEEMS TO BE VERY SATISFACTORY

Application Supported by Both Sides of House.

WILL HANG ALL COMERS

Port Arthur Man Asks for Radcliffe's Position.

Winnipeg, Jan. 17.—The man who hanged Macri has applied for a position as official hangman in Canada in succession to Radcliffe, who has nervous prostration. The name of the man is unknown, but he comes from Port Arthur, has an army record, and after serving in the Northwest Mounted police went to South Africa with one of the contingents, serving through the war. He will go to Regina next month to hang Gilbert.

HORROR INCREASES WITH ADDED DETAILS

Many Prominent Persons Destroyed In the Calamity Devastating Island of Jamaica.

DEATH LIST FIXED AT FROM 500 TO 1200 PERSONS

The fire is now out, but the misery is increasing very rapidly.

LOSS IN MONEY FROM 10 TO 25 MILLIONS

The American Battleships Have Reached the Scene of Disaster.

The Yield of Grain Is Phenomenal

Oats Are From 75 to 100 and Winter Wheat 35 to 40 Bushels to the Acre.

Thomas Fullerton arrived in the city yesterday after an absence of some months threshing in the Aldrie district of which he was the chief. He found 80 acres had been threshed and was forced to close down on account of the cold weather. He was out in the Aldrie district.

He describes the yields of grain there as phenomenal. The oats are yielding about from 50 to 100 bushels to the acre. The wheat crop is excellent. Mr. Fullerton tells a story of going on to a 100 acre field, to thresh winter wheat. He asked the owner how much he estimated the crop at and the owner said that 400 bushels for the field. When 80 acres had been threshed it was found that the yield for that portion of the field was 3088. That was on the farm of Ham and Clark.

Graphic Story of Horror by J. Henniker Heaton, M.P.

London, Jan. 17.—The following account of the earthquake called by John Henniker Heaton M. P.:

“After the opening of the conference Sir Alexander Swettenham invited ten of us to lunch at the Jamaica Club, including Sir James Ferguson, who had arrived the previous day and gave us an interesting account of the work on the Panama Canal. One hour afterwards Sir James was buried amid tons of brick and stone. The first four as to his fate was due to the fact that he did not return during the night to government house, where he was staying and at five in the morning Sir Alexander came on board the port-Kingston to inquire for his guests. After lunch I went to the club and went with a member of the council to visit the post-office. I was returning when the earthquake occurred. The street was a moderate sized one and began to quake thousands of people rushed and jumped into the streets from the houses. A huge building fell across the street in front of me, another building blocked the street behind us, and on our left a third building fell. Then followed absolute blackness. Great clouds of dust and mortar fell from the street behind us and returned to the club. It was in ruins, the roof had collapsed and the room where we dined was filled with tons of bricks. A young fellow hatless, coatless, with a handkerchief tied around his head, addressed me in the street outside for several minutes.

“At length I saw something peculiar struck me and I asked if he was Gerald Loder, for many years my friend and an ex-member of the house of commons.” He said “Yes.” He was writing in the club when the roof fell and he was pinned to the floor by the roof, but by freeing himself from his coat he escaped onto the parapet and descended by a ladder to the street. A most awful sight was poor Mr. Bradley, a member of the club, lying dead under the great fall of the pillars of the building. That night we slept on the lawn of the hotel and during the long hours between sunset and sunrise, felt at least three earthquake shocks. The blaze of the raging fire over the city was plainly visible. At dawn I got coffee and then drove into Kingston, a distance of six miles. All along the road were incnumerations of families outside their houses. In Kingston I drove many miles through the streets. At least 96 out of every hundred houses were in ruins, damaged beyond repair. This I may say from personal observation, yet ninety-tenths of them were old and ought to have been destroyed long ago. On arriving aboard our good steamship I found Sir Alfred Jones, notwithstanding his miraculous escape, giving orders forcibly and clearly to his secretary to meet the troubles by the erection of light-sets and arrangements for cooking for the poor people.”

