

FORTY-FOURTH YEAR

BRANTFORD, CANADA, FRIDAY, MARCH 20, 1914

ONE CENT

MR. W. P. KELLETT WHO NEARLY OUTBID CITY FOR RAILWAY, OF COURSE, OPPOSES BY-LAW

Expected Boomerang Drops Today in Form of an Eleventh Hour Letter to the Press—Says He Represented Interests Friendly to C.P.R. in His Offer

The following communications are self-explanatory: Brantford, March 20, 1914. To the Ratepayers of the City of Brantford:

A copy of the following article was handed by me to Mayor Spence yesterday afternoon, so that he might have sufficient time to fully consider and answer any statements contained therein with which he does not agree.

Yours very truly, WM. P. KELLETT. Brantford, March 19th, 1914. Editor of the Courier:

Sir—A short time ago the Brantford Courier made the announcement that it would be ready to publish the views of any one opposed to the purchase of the Grand Valley and Brantford Street Railways by the municipality.

Let it first be clearly understood that I am opposing the purchase of the Grand Valley and Brantford Street Railways by the municipality solely from the standpoint of a ratepayer.

Neither the financial interests which I represented in making my offer for these railways, the Lake Erie and Northern Railway Company, nor any other railway has ever requested me to oppose this purchase.

I am opposed to the purchase for the reason that I think I am intimately acquainted with the facts and figures of the case, and for the reason that I do not believe that this city can within the next five years hope to appropriate the railways on anything like a paying basis.

I think I can lay claim to a knowledge of the affairs of the Brantford Street and Grand Valley Railways equal at least to that of the Mayor, Aldermen and other gentlemen who are advocating this purchase.

The most natural question asked by the ratepayers will be why, in view of the fact that I was prepared to purchase the street railway at a price very close to the successful bid of the city, I am now opposing its purchase.

The Brantford Street Railway, together with the proposed extensions, would give access to factories in Brantford having an in-bound and out-bound tonnage of from 9,000 to 10,000 cars per annum.

It is a well-known fact that Brantford is one of the principal centres for the manufacture of agricultural implements, which are marketed principally in the Canadian Northwest.

interest, and very little enlightenment, the maze of figures published by the editors of the Courier and Expositor, the Mayor and the several aldermen who are attempting to inform the ratepayers on these very essential points.

For instance, in the editorial of the Brantford Courier of March 14th I find the following: "The debt which it is proposed to create is \$270,000. This includes the first mortgage bonds of \$125,000, and the balance is to be paid in the matter of improvements and needed extensions."

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"On Saturday last, dealing with the Street Railway by-law, the Courier said: "The debt which it is proposed to create is \$270,000. This includes the first mortgage bonds of \$125,000, and the balance is to be paid in the matter of improvements and needed extensions."

"As a matter of fact, the \$270,000 which the ratepayers are being asked to vote does not include the first mortgage of \$125,000, which will remain as a charge against the road and the city. Therefore, while the cash outlay for the purchase of the railways is only \$270,000, the actual cost of the road to the city will be \$395,000, for from the earnings of the railway the interest on the first mortgage will have to be met, and eventually the mortgage will have to be paid off by the city."

As a matter of fact, neither the Courier nor the Expositor stated the facts of the case. The actual debt which the ratepayers will assume is as follows: First Mortgage bonds \$125,000.00 By-law to purchase 270,000.00

Prontage charges to mature in connection with street paving 40,849.45 Total of \$435,849.45

The above figures were furnished me by Mr. A. K. Dunnell, City Treasurer, and should, therefore, unless contradicted by Mr. Dunnell, be accepted by the ratepayers as an authentic statement of the exact indebtedness to be assumed.

How Money is to be Expended. I understand that the \$270,000.00 to be voted by the ratepayers is to be expended as follows:

The city's offer for the railway \$90,100.00 Street Railway's indebtedness to the city 27,079.00 Mortgage on Brant Ave. car barn 900.00 Mortgage on power house 1,500.00

Accrued interest on first mortgage bonds 3,125.00 122,704.00 Leaving a balance of \$147,296.00

This balance, I understand, is to be used to reconstruct the old portions of the present lines, for the purchase of 10 single truck P.A.Y.E. cars, and the building of extensions to Eagle Place and Terrace Hill.

No accurate figures have yet been given as to what this reconstruction of old line, purchase of cars and extensions to Eagle Place and Terrace Hill will cost.

GREAT BRITAIN DIVIDED OVER PREMIER'S HOME RULE OFFER.



THE PROVINCES OF IRELAND AND THEIR REPRESENTATION IN BRITISH PARLIAMENT FROM THE SPHERE

The possibility of a settlement of the Irish home rule controversy is again in the forefront of popular interest. The opinions of the various parties as to the effect of the concessions offered in the House of Commons by Premier Asquith differed widely.

ULSTER A HOT BED TODAY, LEADERS ENTER BELFAST IN A VERY HOSTILE MOOD

Danger of An Outbreak, According to Dispatches Received To-day, is Both Apparent and Real—Debate in the House of Commons on Thursday Was Most Acrimonious—Fighting Spirit of Both Sides is Aroused—Civil War May Eventuate—Eyes of the World Watch With Grave Interest the Outcome of Greatest Crisis in the History of the British Empire in Many Years.

NEW YORK, March 20—A cable to The Tribune from London says: With startling suddenness the outlook in Ulster has become one of great gravity, and predictions are freely made that the long threatened war is now only a matter of days.

Some Coup Planned. Unionists are convinced that the authorities are contemplating some coup. It is stated in military circles that the government has a comprehensive scheme of pouring extra troops into the province within 24 hours and for holding all strategic points by an overwhelming force.

A Dramatic Debate. The acrimony of yesterday's debate in the House of Commons was largely responsible for precipitating the acute situation which now undoubtedly exists. Unionist disappointment in failing to detach a portion of the government's parliamentary support, was also a perceptible factor.

A more dramatic debate has not been heard there in recent times. The topic nominally under discussion was the demand made by the opposition

MAYOR SPENCE EXPLODES LAST HOUR ATTEMPT TO BEAT THE RAILWAY PURCHASE BY-LAW

Mr. W. P. Kellett Has Repeatedly Made Offer to Take Railway From City at City's Price, Providing, of Course, That Franchise Was Thrown in.

Mayor Spence, when seen this morning regarding the eleventh-hour letter from Mr. W. P. Kellett, which he received last night, and which is published to-day, made the observation that no one would be stamped by any declaration or maze of figures from Mr. Kellett in the last hour of act.

Continuing, the Mayor said: "All the figures in Mr. Kellett's letter are based on the past income of the railway—an income derived from a crippled management, cheese-box traps on square wheels, and an uncertain service. If the city spends a reasonable amount on improvements and extension, making the railway one on which citizens can depend for a better service, will anybody in their sane senses not have sufficient reason to expect an increase in the revenue?"

"Moreover," continued the Mayor, "Mr. Kellett figures on a deficit of \$15,000 from civic operation. He says in his letter that he figured 3,000 cars of freight could be hauled annually from local factories over city lines to the L. E. & N. railway, thence to the C.P.R. The haulage of this freight is worth from \$5 to \$8 per car at this end."

Another Incident in the Commons. (By Special Wire to The Courier) MONTREAL, March 20.—The London correspondent of the Daily Mail says an extraordinary incident happened in the ladies' gallery of the House of Commons during the debate yesterday on the Home Rule Bill.

In the select section of the gallery there were, among others, the Marchioness of Londonderry and Miss Violet Asquith, daughter of the Prime Minister. The Marchioness indulged in running comments on the speeches. After a time Miss Asquith asked the Marchioness to be quiet, as her remarks made it impossible to hear properly, but the Marchioness only became the more demonstrative.

Miss Asquith then called the gallery attendant to enforce the silence rule, and finally left her place and wrote a complaint to the Speaker.

Navy League is Dissatisfied. (By Special Wire to The Courier) MONTREAL, March 20.—A London cable to The Gazette says: The Navy League is dissatisfied with the proposals of the admiralty, contained in the construction programme outlined by Mr. Churchill, the First Lord, in the House of Commons this week.

Since the failure of Canadian aid, the league has persistently urged the laying down of three ships to fill the gap caused by Canada's failure towards the Imperial fleet. The government's scheme to fill the gap in the general defence of the Empire without providing these ships, is futile, says the league.

Three Ships More Should be Laid Down—Canada's Failure. (By Special Wire to The Courier) MONTREAL, March 20.—A London cable to The Gazette says: The Navy League is dissatisfied with the proposals of the admiralty, contained in the construction programme outlined by Mr. Churchill, the First Lord, in the House of Commons this week.

His Statement. May evidently regarded his second wife as his legal wife, for opening his remarks he said his wife did not know she was committing any offence when she married. "She" did not break the law" commented the Magistrate. He then said he meant his second wife. "She knew when she married him that the woman he had previously married was living, but under the circumstances she had no idea that she was breaking the law when she married him. He himself did not expect any trouble under the circumstances."

"What circumstances?" asked the magistrate. "Well," answered the defendant, "the circumstance that I was under age when I married Miss Lane." There were reasons why he had left his first wife, but as they would cause a long trial, and as many of his friends would be brought into the affair he could not give them. He would remain silent rather than prolong the trial, and take sentence. (Continued on Page 6)

Conservative Club. "readnoughts" by M. P., Montreal. On SH NAVY. Geographic Slides. a Hall. March 20, 1914. are cordially invited.

AMUSEMENTS. THE BRANT. COMFORT AND SAFETY OUR MOTTO. "The Coolest and Most Modern Theatre in Western Ontario". SHOWING ONLY THE BEST VAUDEVILLE AND MOTION PICTURES. ARTENE. Gymnastic Novelty. LETFORD & SIMON. Musical Entertainers. PARKER & CO. Magicians. LOG CABIN TRIO. Southern Songs and Stories. ANSEL & DORIAN. Novelty Hand and Head Balancers. THE UPHILL CLIMB. A Western Two-Part Sensation. COMING. All Next Week. HOGG SIMPSON. Lilliputian Opera Company. Two Complete Changes of Program.

Reserve your seats in advance for the evening performance. Get your own choice and avoid the rush at the wicket. Phones: Bell 2072, Mach. 633.

COLONIAL THEATRE. HERBERT HASSLER. World Renowned Bicycle Rider. ODELL & LONG. Singing and Dancing. LAWLOR & LAWLOR. A Little Bit of Everything. THOSE THREE HARMONY SINGERS. Harmony Singers and Music. FOUR REELS OF LATEST MOTION PICTURES.

Don't forget the Great Dunlop Pony Contest now on at this theatre. Save your votes for some little child.

ADMISSION: Matinees...10c Eve...10-20c

Royal Cafe. Best Restaurant in the city. First-class service. Prices reasonable. Hours, 10 a.m. to 2 a.m. Sunday hours from 10 to 2 p.m. and from 5 to 12 p.m. CHAS. & JAMES WONG. 15 Quee. St. Managers. Bell Telephone 1853.

REID & BROWN. Undertakers. 151 Colborne St.—Open day and night. THE TEA POT INN. TEA AS YOU LIKE IT. 134 Dalhousie Street.

Hear Mr. Ames On British Navy. Much interest is being taken in the lecture to be given on Friday night, in Victoria Hall, by Mr. R. B. Ames, M.P., of Montreal. His subject will be "Why Three Dreadnoughts," and the event is under the auspices of the Borden Club. Mr. Ames not long ago made a special study of British shipyards and equipped on the spot into the naval needs of the Old Land. The address will be illustrated by photographic slides. Admission will be free and ladies are cordially invited. (Continued on Page 14).

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