

THE COURIER

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Wednesday, Sept. 3, 1913.

HOLMEDALE SWITCH.

It was not to be expected that the Grand Trunk railway would duplicate the L. E. and N. Railway line into the Holmedale, for the sufficiently good business reason that the new railway will fill all the requirements of that section.

The Grand Trunk Railway has always been an astute corporation in its dealings with the city of Brantford and it might have been suspected that the Holmedale switch agreement was but part of that company's policy of astuteness.

Had the Lake Erie and Northern enterprise not gone ahead with such success, Holmedale residents might have had reason to suspect that they never would have secured much needed railway facilities at the hands of the Grand Trunk in spite of the famous Wood agreement to that effect.

The policy of tying up a city with an agreement for the purpose of embarrassing the municipality and shutting out competition is not a new one. At the present time the Grand Trunk may fail to carry out its agreement to build a Holmedale switch but Holmedale interests won't be sorry, and the city of Brantford will feel relieved in being spared the expense of constructing subways, an expenditure discovered in the agreement by those who took up the burden of civic office after the epoch making Wood regime of 1910.

GOLD.

An important product has for twenty years steadily fallen in value. Its production concerns but a few of us. Indeed, all the rest of us are on the other side of the counter, loud in complaint that fish and fowl for Sunday's dinner, the milk and butter for every day, together with many other necessities, have gone up of late years, with no prospect of coming down. Strange to say the fall in value mourned by a small group of producers, and the rise in prices bewailed by nearly all of us, are but the two sides of a single fact. Gold last year was mined and minted to the amount of almost five hundred million dollars. It is estimated that since 1860 about ten thousand millions have been added to previous supplies of this precious metal. As comparatively little of this vast quantity has been worn away from coins, or disappeared in gilding and its sister arts, the gold-heaps of the world grow constantly broader and higher. With progress in mining, the equal strides in dividing from ores their last particle of metal, the buying power of gold steadily declines.

Veterans among our bankers and merchants recall that in 1873, forty years ago, prices of coal and iron, wheat and sugar, together with those of other staples, stood at unexampled heights. They soon began to fall, and somewhat rapidly, until 1886 saw as low quotations as any of the nineteenth century. From that time to the present, there has been a general advance in prices. No prudent observer eases to guess whether it will continue or will soon be followed by a shrinkage such as set in about 1865, with the close of the Civil War.

Whatever the future may have in store, nobody knows. In the existing situation are lights and shadows worthy of remark. A railroad company or a town which issued bonds ten years ago, payable in 1913, is now paying them off in gold dollars virtually much depreciated. To-day a dollar buys barely two-thirds as much as in 1903. Regarding this unfortunate condition are murmuring but little. It was not so nearly twenty years ago with debtors, then called upon to pay off bonds and mortgages in dollars which had distinctly appreciated in value, had, in other words, risen in purchasing power. It was William Jennings Bryan who, in 1896, gained national fame by declaring that "labor should not be crucified on a cross of gold."

For the silence with which bondholders now receive their shriveled principal, there may be a reason. Such folk are usually landowners as well, and during the past decade land values throughout North America have, in the main, risen enormously. This rise has nothing more than an index of general prosperity. A bondholder or an annuitant, as a rule, also prosecutes what Edward Atkinson used to call "a gainful task." Whether a

pleader at the bar, a designer of bridges, a painter of landscapes, or aught else, the brimming tides of the last ten years have certainly brought him more clients than would otherwise have pressed his door-button.

THE COST OF LIVING

The British Government has been conducting thorough enquiry into the high cost of living of the working classes. The investigations have gone far afield, and the report contains comparisons of prices in overseas dominions and foreign countries. It shows that while the rise in price of the commodities that enter into everyday living is universal, it is greater in all foreign countries except France than in Great Britain. The cost of living has, for instance, become more than three times greater in Canada, that produces a surplus of food products of all kinds than in Great Britain, that has to import from abroad nearly all the food products its people consume. We in Canada feel in our pockets the truth of the statement of the report that the increase in prices of the commodities of living has grown more rapidly in Canada in the past dozen years than in any country in the world. Since 1900 the rise of prices of foods has been 35 per cent. in Austria, 32 per cent. in Belgium, 30 per cent. in Germany, 30 per cent.

The rise in France and Great Britain has been only 15 per cent., and in Australia 16 per cent., while in dear old Canada, with its bountiful harvests and big crops and fat soil with wide range of production, the increase has been 51 per cent since 1900. That is to say, it costs the average Canadian householder 51 per cent more to feed his family than it did in 1900. We don't know why it is so, but we know and feel that it is so.

IS INSANITY ON THE INCREASE?

Statistics seem to show that insanity is increasing rapidly. There is comfort in knowing, however, that there is a simple and satisfactory explanation for a large part of the increase.

The treatment of the insane in public institutions has vastly improved in the last half century, and especially in the last twenty-five years. The dread, the terror of "the asylum" has almost disappeared. At one time a whole family felt itself disgraced hopelessly and forever if one of its members was sent to "the asylum." To-day a man will go to one of these places with his doctor, consult with the specialists, and consent to his own commitment.

These places used to be pens for maniacs and cures were unthought of. In our time, they are hospitals where mental diseases are healed. Thirty years ago there was scarcely a village in Ontario but had in it or near it a man or woman who was being watched and feared, the relatives being determined to save themselves the disgrace of officially admitting relationship to a lunatic. Red tragedies sometimes resulted. There is little of this now. People have come to know that most mental diseases are curable if properly treated in their early stages, and they have a growing confidence in the humanitarian principles governing these public institutions, in which the deranged are doctored. Insanity is, perhaps, not so much on the increase after all as insanity is—Toronto Star.

NOTES AND COMMENTS

Brantford people were thoroughly and sufficiently "tattooed" last night.

Just after Haldane's striking peace utterances, some one shoots an eagle in Lincoln county. International relations are again strained.

Fifteen killed on the Scotch express and 21 dead in a New Haven wreck, emphasize that the element of risk in railway travel has not yet been eliminated.

The French airman who turned a somersault with his machine, is almost in the same class as N. W. Rowell, K. C., leader of His Majesty's loyal opposition in Ontario.

Changing the face of the earth or construction of the Lake Erie and Northern Railway, is respectfully suggested as a title for William P. Kellett's latest treatise on scientific construction.

IN OTHER CITIES

Philadelphia notes many new cases of typhoid fever.

Chicago was founded, or rather incorporated, 80 years ago.

Weatherford, Okla., has a municipal ice plant, capacity 10 tons daily. Cheyenne, Wyo., has wiped out its unsavory suburb of "Jack Pot."

Fact. Strange as it may appear, some men go faster after they have received a check—New Orleans Picayune.

Parents Forgot Directions; Gave Child An Overdose Of Cordial

BERLIN, Sept. 3.—Before issuing a permit for burial of the 10-year-old child of Conrad Karn, of near Centerville, City Clerk Miller, requested Coroner, J. F. Honsberger, M.D., to investigate the circumstances in connection with the death of the infant, it being reported that it died from poisoning by cordial.

Dr. Honsberger found that the infant had been suffering from colic and had been given a teaspoonful of patent "cordial" which caused almost instant death of the child.

Five drops of the medicine is all that is prescribed for infants, but the coroner ascertained that the parents had forgotten the directions and gave the child an overdose. Death, he decided, was accidental.

He, however, found fault with the manner in which the cordial was being sold, the directions being printed on the wrapper which is torn off before the medicine can be used.

Attention of local pharmacists has been called to the matter and it will be brought to the attention of the pharmacists' council.

Tetanus Develops From a Sliver; Kent County Lad Dies Suddenly

CHATHAM, Sept. 3.—Harold the 6-year-old son of Mr. and Mrs. Walter Dillon, of the sixth concession of Raleigh, died yesterday afternoon of tetanus.

About a week ago the little fellow trod on some wood and a sliver ran into his foot between two toes. The sliver was extracted and no more notice taken of the occurrence. There was no soreness.

On Sunday the boy attended church with his parents, and on Monday was present at a Roman Catholic picnic.

Late in the day he complained of pains in the back of his neck and in the evening was taken to the office of Dr. J. C. Bell in Merlin. He diagnosed the case as tetanus and called in another doctor for consultation.

The boy was taken to his home, three miles out in the country, but medical aid could not help him. He died at three o'clock yesterday afternoon.

The family is widely known throughout Kent County. The funeral will be held on Thursday.

Flagman Failed; Twenty-One Lives Were Lost

(Continued from Page 1)

reticent. The trainmen refused to talk, but a statement said to be a synopsis of their testimony, was prepared and issued by the railroad.

"Testimony of men in charge of the train," reads this statement, "shows plainly that the equipment, appliances and signals of the railroad were in first-class condition."

Murray, the flagman, according to this statement, was sent back to flag the following train, when the Bar Harbor came to a stop in front of the red bullseye in Banjo signal 23 at Tolls Rest. In conference with the rules, Engineer Wands started his train again after stopping it, and passed the danger signal at slow speed.

Murray was recalled by a blast from the locomotive. Conductor Adams stopped the train to wait for him after it had cleared the danger signal by perhaps fifty feet.

Running back through the heavy fog, Murray heard the on-coming White Mountain express and placed two torpedoes on the rail. Murray, the red light of the Banjo signal and the rear end of the standing train, took form in the mist before the eyes of Engineer Miller of the White Mountain express at the same moment he ran over the torpedoes. Miller was then 450 feet from the standing train and was running nearly forty miles an hour. He whipped on the emergency brake, realizing that he could not avoid a crash.

Engine 1337 which headed the White Mountain express was twin to the big super-heated Pacific type of locomotive which headed the second section of the Springfield express into the first, as the first was standing at Stamford last June. Investigators have tested the brakes on the engine which figured in the Stamford wreck and found that such an engine, pulling a train at forty miles an hour, required at least 1,500 feet to stop.

Why Murray, the flagman, was only 450 feet back of his train when 1,500 feet or more was necessary as a margin of safety for the big 1300 type locomotives, was a point which the investigators hoped to make clear to-day.

Whatever reached the public from to-day's hearing bids fair to be sifted through the New Haven's publicity department. What method, if any, will be used to acquaint the public with the testimony to be given at the inquest tomorrow is only known to Coroner Mix, who will preside. He has announced that the inquest will be held

behind closed doors.

The Interstate Commerce Commission's investigation on their arrival today found practically no vestige of the wreck along the New Haven right-of-way. Notwithstanding telegraphic orders from the commission that the wreckage lie undisturbed, officials of the road set gangs of men clearing up the road bed after the crash. The two rear Pullmans of the Bar Harbor express, where nearly all the loss of life occurred, were splintered by the crash. What few portions remained in sizable form were made matchwood and wreckage that could burn did burn in half a dozen or more bonfires, kindled close to the right of way by the wrecking gangs. The damaged locomotive was hauled away with the third Pullman from the end which was less damaged than the other two.

During the cleaning of the road bed and the lighting of the bonfires, General Superintendent Woodward and Superintendent Droge of the Shore Line, were on the ground supervising the work.

To The Editor

BETTER INSPECTION NEEDED.

The Editor of the Courier: Sir.—An editorial in the Mail and Empire anent the building accident at Peterboro, says:

"More often than not, building inspection is inefficient or there is practically no inspection at all." It is a well known fact that Brantford building inspection amounts merely to being superficial for the simple reason that there is too much for one man to do efficiently.

While Brantford may not be big enough to do as Toronto does, have an inspector for each branch, cement, carpenter, etc., it is big enough to have at least two inspectors, one to confine himself to residences and see that the speculative builders do not erect a death trap for the workman to live in, while the other confines himself to larger buildings, such as factories, storehouses, etc.

Blood Humors

Commonly cause pimples, boils, hives, eczema or salt rheum, or some other form of eruption, but sometimes they exist in the system, indicated by feelings of weakness, languor, loss of appetite, or general debility, without causing any breaking out.

They are expelled and the whole system is renovated, strengthened and toned by

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to see they are not death traps for him to work in. The appointing of such an additional inspector should also carry with it remuneration enough so that the inspector will not of necessity or otherwise seek means of adding to the perquisites of the office. Why not appoint one at the next City Council meeting and take time by the forelock in place of waiting for something like happened in Peterboro to prove that it is more than one man's work to inspect the buildings of Brantford. Yours truly, R. THOMPSON. Electro-magnets are being installed by treasure hunting ships to recover submerged metals.

School Supplies!

We have laid in a new and complete stock of all requirements for the school opening, Sept. 2nd. Stationery, school books, bags, pencils, pens, and in fact everything that is necessary for the Public and High schools.

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McCall's Magazine for Fall is Here Both Phones No. 190 Ogilvie, Lohead & Co. New Arrivals New Coats, New Silks, New Dress Fabrics, New Coatings, New Trimmings, New Silks, New Laces. We invite your inspection of our NEW FALL GOODS. New Fall Coats In our ready to wear department on the second floor, will be found one of the most beautiful showings of new Fall Coats that has ever been shown in the city. The new coat for the Fall season has a distinctive style of its own. You will find this season that the separate coats are principally composed of material that has the appearance of weight, but and two-tone effects; Ratteens, etc., etc. still is light. Coats will be found in Burl cloth, Velours in plain PRICES RANGE FROM \$10.50 to \$50.00 New Fall Suits It is impossible for us to attempt to describe to you the beauty of the new fall suits; any attempt of ours would fail to impress you of their exclusiveness. Our showing is complete in every respect. We have paid particular attention here and our buyer has missed nothing in the desire to cater to your needs for fall. NEW FALL MATERIALS For the past two weeks we have been receiving the highest comments on our showing of NEW FALL materials and clothings, and it is most gratifying to us to know that our efforts to please are so much appreciated. We are showing whipcords and bedfords in plain and two-tone effects from \$0c. to \$1.95. Eponges, Ratteens, silk Vinoot crepes, etc., in all the new fall fall shadings from \$1.25 to \$3.00. Our showing of fall coatings is the largest and most exclusive and the prices you will find are attractive prices, ranging from \$1.50 to \$3.75. NEW SILKS AND VELVETS Silks and velvets this season will play a more prominent part in the selection of "My Lady's" wardrobe than heretofore. Gouche velvet, silk velour, brocade velvet and plush, are among the fine fabrics; while "satin grenadine," "crepe," and "crepe meteor," two-tone Bengaline caprice," "satin crepe," and broaded silks are shown in soft materials. Madam—The new fall corset models, are now here. In justice to yourself it is imperative that your fall garments be fitted over the very latest models to insure you of correct lines, which is most essential. New fall corsets fitted free of Charge. Ogilvie, Lohead & Co.

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COAL PASSER JUMP INTO Oceanic Passengers To a Subscription For Widow. [Canadian Press Despatch] NEW YORK, Sept. 3.—Ship Oceanic, which arrived from Southampton during the last one of her coal passed overboard while on heat stroke. The passenger Arthur Robinson of Southampton, England, the passengers' purse for his widow. Jack Steele, a second cabin passenger, 16 years old, climbed the port hole of his cabin while in his sleep and was in time to save him from going overboard.

A French society for the benefit of national industries recently awarded a gold medal to a manufacturer who established a factory in which all the work was electrically driven. WELL, YOU'RE NOTHING BUT A PUPPY NOW.