British Lines

Iway Officials Thinking of Copy-

ing French System to Structural Work.

(Special Dispatch.)

ERIOUS thought has been given by British permanent way officials during he last fortnight to the more generall of ferro-concrete upon railways. A

to Paris and the inspection of the lines.

erging upon the French capital have ested that many of the prejudices now

ring in railway men's minds are en-

ays rival and perhaps excel those of

eds and heavy freights. The fact that

they are still behindhand in the use of

ad until five or six years ago. They

t to innumerable cases in which the

ciples of Hennebique have been em-

few engineers retain the idea that

ed where vibration persists. But such

th Western and the Great Northern

rete work carried out under conditions

edulous. In the first instance, several

lings have been erected in proximity to

nple of its application to railway

reinforced concrete works have been

ed out on the Great Western Railway,

the Paddington extension, where most

he new lines, platforms and stables

being constructed with this medium

"Master Liar"

or else it is good to heare both sides,

nis pattern princess was not quite

erman Army

Surgeon Stops

Use of Radium

is Costly Element Is Gradually

Giving Place to the Im-

proved X-Ray.

(Special Dispatch.)

cer treatment.

ROFESSOR BIER, Surgeon General

of the German army, has, with many

others, declined to use radium for

m may seem difficult to make, yet

really as simple as possible. If no

had ever burned his fingers with

rays, if no one had died from the ef-

s of them, then it is probable that

one would ever have known what

er these rays had on skin and flesh.

were tried on bad flesh, and in sev-

cases stimulated it back into life.

n they were tried, as everything pos-

e is tried, on cancer. The effects were

nderful. No cure has ever been claimed

the relief from pain, the renewal of

e and the abolition of a lesion, all tem-

iry perhaps, have helped many to an

hen radium was discovered one of

noted powers was that in its decay it

ng off three different sets of rays, now

ned Alpha, Beta and Gamma, after

first three letters of the Greek alpha-

The third and weakest of these are

ntical with certain X rays. They come

steadily and at a measurable rate.

dose can be prescribed—if the doctor ws anything at all about it—and quite

adium is very costly. X rays are not

ostly. A few years ago the radiant

s were difficult to control and doses rays went wrong. So radium, with

perfect constancy, was far better.
ow improvements of construction are king X ray instruments as steady as ium. Doses can be controlled, and as control of X rays becomes more per-

the use of radium in the medical

rld will gradually vanish. Its face e will then probably drop to its eco-

BANK ACCOUNTS SACRED.

(Special Dispatch)

Y a recent decision of the Civil Tribunal a banker is not warranted in disclosing details of a client's bank

liss Dolan, an American dressmaker, ged a protest against overvaluation he American customs authorities. Her

kers, Messrs, Munroe, were called upon ive information to the Treasury. They mprisonment by a Boston court. The thereupon brought the present ac-

in Paris to prove it could not furnish

PARIS. August 8.

a year or two of life.

BERLIN, August 8.

excellent example.

ed to distinct advantage.

concrete for heavy work, although readily grant that France as the place of this new medium was well

LONDON, August 8.

FORTY-FOURTH YEAR

WASTER UP ON THE COAST

Although no Word of any Fight Has Been Received it is Believed that a British Warship was Sunk-Story is not Confirmed

[By Special Wire to The Courier]
SAN FRANCISCO, Aug. 11.—More wreckage from a British vessel which to-day is established to have been a man-of-war was cast up by the early flood tide in the neighborhood of the South Shore life-saving station. Two white wooden cabin doors were found, bearing on bright brass plates one the legend "Navigating Officer," and the other

HREE WARSHIPS THERE. WASHINGTON, Aug. 11 .- According to records here, the only British ships in American Pacific waters are the small cruiser Sheerwater, the sloop-of-war Algernon, and the cruiser Rainbow. At last reports the Sheerwater was on the Lower California coast, and the Rainbow departed from San Francisco with coal for a Canadian port last

The only enemy which might have been in the vicinity was the German protected cruiser Nuremberg, which had been on Mexican duty at Manzanillo, but on July 29 was reported in mid-Pacific near Midway Island, apparently steaming for the German China station. The Montcalm, a French cruiser, with Rear-Admiral Yuge, was reported further south in Mexican waters at Acalupco. No news received here to-day served to identify the wreckage cast up near San Francisco.

NOT THE RAINBOW.

OTTAWA, Ont., Aug. 11.-At the naval department the Canadian Press was informed that if the wreckage cast up at San Francisco is part of a British warship, it is probably either from the Sheerwater or the Algernon, two small British gunboats which had been stationed along the west coast of Mexico and Lower California. There is considerable wood in both vessels, and the wreckage described might

"It is not part of the Rainbow, of that we are certain,"

## JUUULJU AI IIIL ANIVIUNILU

Well Worth Every Person's Time to take a Glimpse at the Array of Home Products-Some of the Exhibits.

Brantford's claim to be one of the exhibit of Messrs Schultz Bros. which premier manufacturing cities of the includes every kind of woodwork Dominion, was ably upheld and main-from the rough lumber to the finishtained by the splendid exhibition of ed product. A neat little frame is on Brantford made goods of all sorts, show beside many other novelties sizes and descriptions to be seen at and useful articles illustrating the

the Industrial Ehixition opened, yesterday in the Armouries The official opening took place yesterday, when Mayor Spence gave a bright address of welcome to the Old Boys and complimented the manufacturers upon the excellence of their products.

During the afternoon and evening the spacious drill hall was kept well filled by a continuous stream of citi-

filled by a continuous stream of citi- Dominion, but in other climes. zens who were deeply impressed with Of interest to sportsmen is 11 e A. the evidences of Brantford's utility J. Reach Company's stall when a in the commercial world and what splendid line of sporting goods manustrated. they saw was well worthy of their factured by that firm at its Brantnighest praise for there was not an ford branch, are exhibited. An efexhibit which did not resound to the fectively good and well finished class credit of the name Brantford and all of goods are here thoroughly handled. it stands for. In every sphere of ac- The Brantford Roofing Co., Limited, tivity the city would appear to be en- have a useful looking stock in their gaged and the examples of finish and booth, which shows the various rkmanship were of a high class or- classes of roofing, which are modernly der. Yet some of the city's principal used. They include asphalt, rubber

business enterprises were not entered and crystal roofing, while vari-colorin the roll of manufactures for their ed slates are also shown.
wares would have proved too large The advance of electricity is shown
and unsuitable for exhibition purposes, in the fact that three electrical firms.

A stroll around amid the many, rehave handsomely filled stalls at the
'vealed many of the health and the exhibition. They also specialize on vealed many of the booths got up in exhibition. They also specialize on most artistic and decorative fashion while several working exhibits were to be seen. The basket weavers of the Brantford Willow Company of the grantford Willow Company of the grantford willow. the Brantford Willow Company attracted much attention as they plied their calling, while the cut glass worker and the wire worker of Schultz's exhibit each drew large and interested audiences. Immediately upon entering the stall, the beautifully finished Keeton motor cars arrest attention. There are two magnificent examples

Recton motor cars arrest attention. There are two magnificent examples of one of the best cars upon the North America Continent for they recently broke all records between Calgary and Medicine Hat and return, lowering the previous time by 1 1-2 hours and capturing the Cavanaugh trophy. The more powerful six cylinder model is built after the Fench Renault pattern, one of the most graceful on the market.

In the proposite correct atom the contract of the contr

In the opposite corner stand the



A BRITISH DREADNOUGHT FIRING HER AFT TURRET GUNS

## Back to the Wigwam Thousands Are Here

The following have registered as isitors for Old Home Week.

Charles Christer, Hamilton. Wm C. Christer, Hamilton. Reginald Christer, Hamilton. Alex. Christer, Hamilton. Miss Edna Christer, Hamilton, Mr. and Mrs. W. H. Crawford,

Mr. T. A. Clarke, Hamilton. Robt, Cammell, Hamilton. Charles Witherspoon, Simcoe. Mrs. C. Witherspoon, Simcoe. Charles Witherspoon, Simcoe. Harry Witherspoon, Simcoe. Mr. and Mrs. W. C. Crashley, To

Mr. and Mrs. W. F. Crolen, Toronto Mr. E. M. Creech, Toronto. Mrs. J. Creech, Toronto. W. N. Coghill, St Thomas, Marion R. Currie, Durham Ed. Coleman, Preston. Mr. Coleman, Preston. Lorne Charlton, Ottawa, Mr. Littie Blayborough, Toronto. J. B. Battersby, New York. Mrs. John Berry, Tillsonburg, A. T. Brown, Buffalo. . A. Brown, Westfield, Mass. Matt Baugh, Galt, Ont. A. Barrouclough, London. Raidie Batson, Detroit. R. Bell, Paris.

Richard Brook, Hamilton. Mr. R. Brook, Hamilton. Maggie Beemer, St. Thomas. Greta Bartholemew, Vanessa. A. J. Chessum, Toronto. Mr. A. Chessum, Toronto. Miss Cormine Chessum. Toronto. Mr. J. H. Cooper, Detroit. H. A. Carvers, St. Catharines. Charles H Chiest, Hamilton Miss Thelma Anders, Stratford Miss McAgnew, Stratford. D. E. Agnew, Stratford. James Blunt, Hamilton. K. Blunt, Hamilton. Leslie Blunt, Hamilton. Jas. Baird, Plattsville, Ont. Mrs. Baird, Plattsville Ont. Roderick H. Barrons, Jamestown,

Mrs. Barron, Jamestown, N. Y. M. A. Boylan, Boston, Mass. Marie Boylan, Hamilton. L. H. Baker, Sabetha, Kan. Chas. Duprat, Toronto. Mr. C. Duprat, Toronto. Frank Duprat, Toronto. Chas. Barrett, Toronto. Doderick Barron, Woodstock. Gilbert Barron, Woodstock. Mr. and Mrs. Geo. Plumstead, Tonawanda, N.Y.

Mrs. C. M. Pierson, Ambrose, N.,

Daota. Mr. J. T. Petrie, St. Catharine Mrs. E. M. Quehl, Buffalo. Mrs. J. Quehl, Buffalo. Mr. Everett Brown Amigari, Vt. G. H. Lindley, London, Ont. Mr. and Mrs. J. F. Lindley, London Mr. and Mrs. A. G. Reid, Sarnia. Mrs. B. Anum, Buffalo, John R. Allan, Medicine Hat, Herb Abernethy, Tranton, Alta. Miss. Mabel Abernethy, Tranton

Mrs. H. Abernethy, Tranton, Alta Mrs. H. Abernethy, Tranton, Am Mr. J. T. Atkinson, Vancouver, M. H. Barclay, Hamilton O. H. Dalby, Vancouver. John Henderson, Chicago. Mr. A. J. Annan, Dumbarton, Mr. and Mrs. H. Anders, Stratfo R. Charlton, Toronto.
W. C. Cowthard, Buffalo.
Mr. and Mrs. W. Carson, Orillia. Mr. R. Carlin Chicago. Carson, Montreal. Cowie oTronto. 1. Hether, St. Catharines. R. W. Croome, Hamilton, J. N. McFarlane, St. Catharines. Mr. Thomas Cook. Hamilton.

W. C. Cheften Alliston. Mr. Cowan, Rosebank, Ont. Edward Cleaver, Milverton. Mr .and Mrs. A. W. McDouga 1, North Bay. J. McCullough, Hamilton. Mrs. W. McIntyre, Chicago. Mrs. H. J. McNally, Guelph. Miss K. McNally, Livermore, Cal. Wm. McNally, Simcoe. R. H. Malloch Toronto. F. MacDonald. Stratford. R. H. Matthews, Chatham. F. A. Macfarlane, St. Catharines

J. M. Macfarlane St. Catharines.

Mr. and Mrs. Geo. E. Nicholls, Lon

A. S. Macfarlane, St. Louis.

Mrs. W. H. Newbold, Joliet, Ill. Mr. and Mrs. Noyes, Detroit. Miss Lillie Nichols, Simcoe. Ezra Nodell, St. Cttharines. Mr. and Mrs. Nicol, Guelph. Wm. Nelson, Tavistock, Ont. Edward Mitchell, Waterford N. Y. Miss Edith Mitchell Waterford, N

Mrs. Edward Mitchell, Waterford,

Thomas D. McBride Thorold. Hugh Monro, Thorold. W. H Montgomery and wife, Hann-

Robt. J. Mooney, Hamilton. Mr. and Mrs. Ed. Misener, St.

Mrs. John Meehan, Toronto, Mrs. P. Martin, New York City. T. B. Mexwell, Stratford.

J. B. Myers, Montreal, Que, M. Miller, San Bernardino, Cal, Mr. and Mrs. F. Sigman, Detroit. James Stewart, Winnipeg. Goldie Struthers, St. George, Ont. Nelson Smith, West Monkton, Ont. Isabella Secord, Harley, Ont. Thos. Stickford, Galt, Ont. Thos. H. Stroney, Syracuse, N.Y. Katharine Schuler, Pittsburg, Pa. Mrs. Mae Watson, London, Ont. Mrs D. A. Sullivan, Chicago, Ill. Miss Edna Sullivan, Chicago, Ilt. Miss Carrie Sullivan, Chicago, Ill Frank Sullivan, Chicago, Ill, Nellie Shagg, Toronto. Alvin Small, Simcoe. Ont.

Frank Savage, Cochrane, Crit.
T. D. Patterson, Woodstock, Ont.
Mrs. Geo. Slaight, Burford, Ont.
Violet Slaight, Burford, Ont.
Mr. and Mrs. Geo. Stair, Toronto.
Mrs. and Mrs. L. S. Second, Toronto.
Mrs. Arthur. Sharpa. Detroit Mrs Arthur Sharpe, Detroit Dr. Savage, Windsor, Ont. Mrs. Fred Stripe, Delhi. Mr and Mrs. Fred Starr, Harrisburg Geo. E. Scace, Welland, Ont. J. A. Stewart, Toronto. J. R. Shultis, Moose Jaw, Sask. Miss Lizzie Sykes, London. A. R. Todd, Hamilton. Miss A. Toney, Toronto. Mrs R. Falcott, Buffffalo. W. B. Trent, Windsor N. M. Taylor, Windsor. Mr. and Mrs M. Trotman, Ingersol Miss Trotman, Ingersoll. Charlie Trotman, Ingersoll Miss Truax, Toronto. Marion E. Truax, Toronto Susan Taylor, Detroit. Wm. Taylor, DDetroit

F. W. Trumper, Guelph. Thos. Thompson, Ingersoll. Mrs. F. Thompson, Ingersoll Douglas Thompson, Ingersoll Dennis Thompson, Ingersoll. W. J. Thomas, Hamilton D. C. Thomas, New York City. J. T. Petrie, St. Catharines. Mrs C. Pierson, Ambrose, North

Miss Mary Young, Toronto.

Mr. and Mrs. Thos. Haskett, El-

iira, N.Y. John Humburch, Buffalo, N.Y. Fred Humburch, Buffalo, N.Y. Henry Humburch, Buffalo, N.Y. (Continued on Page Two)

Was Issued This Morning---Germans Have Force of 120,000 Men at Liege and the Forts are Still Holding

Out Bravely.

[By Special Wire to the Courfer]

LONDON, Aug. 11, 12.35 p.in.—The new admiralty and war office information bureau established by the British Government started work this morning. Its first announcement was as follows:

"About two German cavalry divisions are in the neighborhood of Tongres, to the north of Liege. Three German army corps are still opposite Liege, and other German troops are reported to be entrenching along the line of the

"The large German force is moving through the Duchy of Luxemburg, and its advance troops are now at the Bel-

"German cavalry patrols have been reported near Marchienne and Arlon. Several individual soldiers belonging to German patrols have been captured both in France and Belgium. In all cases they were reported to be short of food for both men and horses, and they have made no resistance.

"The British consul-general at Shanghai, China, reports that no British vessels have been pursued or molested.

"A report from The Hague, Holland, states that public

nervousness in that country has been allayed since the publication of Great Britain's attitude respecting the neutrality of the Netherlands.

"It is stated that the Germans lost 8,000 killed before

Liege, but this is unconfirmed.

"A report states that the principal Liege forts are still holding out, although some of the smaller forts have been captured by the Germans. The bombardment of the fortifications by the Germans is proceeding without intermission. On one occasion a fort apparently had been silenced, but when German infantrymen advanced to attack it a hail of (Continued on page four.)

## MISTRESS OF THE SEAS

## British Shipping to be Resumed This Week-The Big Loss Will Fall on Germany--Liners Reach Port.

[By Special Wire to the Courier]

NEW YORK, Aug. 1.—According to the Tribune, British shipping which has practically the freedom of the Atlantic, is not losing a great deal by

losses arising from her inactivity in carriers and naval reserve ships more ness that has been aportioned to her by the travellers of the world is en-Mrs. D. R. Kennedy, Brampton, ormous. The loss of the stagnation of German commerce which is caused that both these vessels will continue by Britain's present control of the sea, applies to all German carriers that are ernment, which will more than make hugging close to neutral ports. From the records of the last two weeks it is westbound fall pasenger traffic. clearly demonstrated, marine authori- A spirit of optimism is gaining ties say, that British merchantmen are ground rapidly in the offices of all the at liberty to go as they please without agents for British steamship lines in nterference from German cruisers, this city.

the European war.

The Vaterland, which cost the serve.

and troop ships of the royal naval reserve.

Hamburg American Line \$10,000,000, Both these fliers were built for the is lying idle at her pier in Hoboken Cunard Company on loans from the with no prospect of leaving port. The British government. The annual sub-

The Cunard Line has not suffered as

The Lapman and Holt who support a service, Brazil, Argentine, Paraguay, Bardoes and Trinidal, announced yesterday that the service, which had been suspended a week ago would be resumed on Thursday with the sailing of the steamship Tennyson with passengers, mail and cargo.

Lorenzo Daniels, local representative of the line, said that satisfactory arrangements had been made for war insurance that would support a re-

insurance that would support a re-sumption of service. He said he was prepared for the increased business which was expected, and prepared to furnish marked rates on all additional tonnage that may be required. Arrived in New York

Arrived in New York

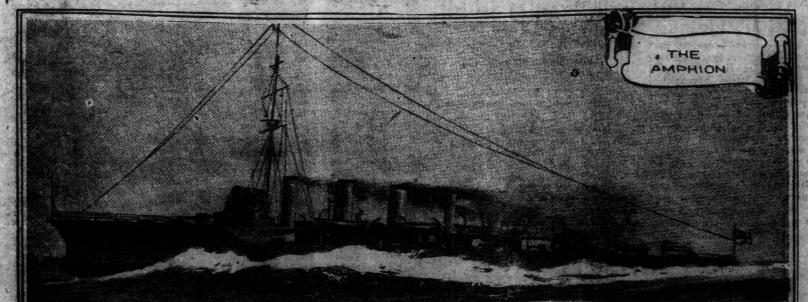
NEW YORK, Aug. 11.—The Red
Star Liner Kroonland, flying the Belgian flag, and bearing 170 first cabin
passengers, mostly Americans from
Europe, came into port to-day almost
simultaneously with the White Star
Liner Cedric, (British), from Halifax.
Both steamed cautiously, with only

unning lights burning.

The Cedric put into Halifax last week, interrupting her voyage from England to New York for fear of capture by German war vessels. The Kroonland left Antwerp on August 1,

(Continued on Page Four.)

BRITISH CRUISER WHICH SUNK BY STRIKING A MINE PLACED B



An Admiralty report says that the British cruiser Amphion was sunk by striking a mine which was laid by a German vessel. The paymaster and

130 men were lost. The captain, sixteen officers and 135 men were saved. (Continued on Page 5)