



## MONEY TO LOAN

on easy terms of repayment.  
Enquire

**The Royal Loan and Savings Co.**

38-40 Market Street.  
Brantford.

## It's SHIRTS

De Luxe---Shirts with Gala  
Patterns and Shirts of more  
modish designs

Ever have we shown  
a beautiful range of  
modish shirts. May we  
show the pleasure of Show-  
ing? The prices are easy  
to pay.

## BROADBENT

and Haberdasher—4 Market St.  
Singer's Specialties, Ely's Neckwear, Artex Cellular  
Underwear.  
See Broadbent for your Furnishing needs.

## HALLOWE'EN

OCTOBER 31st

Have many suitable novelties for Hallow-  
e'en: Napkins, Tally Cards, Seals, Tissue  
Paper, Decorated Crepe Paper, Dinner Favors,  
Masks.

## MAN'S BOOKSTORE

LIMITED  
Phone 569 160 COLBORNE ST.



Where a  
Young Man's  
Clothes ideals  
are realized

**ART CLOTHES**  
COOK BROS. & ALLEN LIMITED

PERCY,  
8 Market Street

## UNITED STATES CHARGED AIDING WARFARE OF GERMAN U-BOATS

Lord Beresford Shows That American  
Warships on Coast at Time of U-53's  
Raid Committed a Breach of Neu-  
trality

London, Oct. 27.—Some utterances of the feeling that the activity of American warships in rescuing passengers from the vessels sunk by the German submarine U-53 off the American coast amounted to a breach of neutrality were made today in the House of Lords by Baron Beresford and Baron Sydenham.

Lord Beresford is recognized by the country as the spokesman for the navy in the House of Lords, and Lord Sydenham's varied activities have included the authorship of books on naval affairs.

Baron Beresford stated that the action of American ships did not appear to be quite within the bounds of neutrality, and that he thought the British were bound to take notice of this fact.

The submarine question was brought forward by Lord Sydenham, who asked if the particulars of the sinking of the British steamer Stephano and the others had been received, and whether the circumstances were in accordance with the German pledge to the United States. He referred to the "activities of the U-53 under the very eyes of the American navy" and to the declaration of President Wilson which had resulted in the German pledge. Lord Sydenham declared: "Even before the exploits of the U-53 that pledge was torn to shreds. Yet the Government of the United States has made no sign whatever, that the sinking of neutral ships goes on almost every day. The Norwegians have lost 18 vessels in this one month, and what must small neutrals think of their powerful representative?"

Warships Abetted Violation  
No life, he said, was lost, because of the presence of American warships. Lord Sydenham took the position that the presence of American warships actually enabled Germany to defy what he said President Wilson had described as a sacred and indisputable rule of international law.

Baron Beresford expressed the opinion that Germany intended to bring America into the war, so as to be able to say she could not fight

the whole world, and also because the United States would be a valuable asset to her at the peace conference. He continued:

"The United States are really rather aiding and abetting this rather serious state of affairs. If the United States had not sent their ships, which for some extraordinary reason happened to be on the spot, to save life, the Germans would no doubt have broken the pledge to which their attention had been called. I think we are bound to take notice of a fact which does not appear to be quite within the bounds of neutrality, as far as the United States are concerned."

Foreign Secretary Grey said: "We have no understanding with the United States Government as to what information they are going to get or what they will do with the information when they obtain it. All we can do is to obtain information for ourselves from such sources as are open to us, and these sources in this case, I imagine, are officers in charge of the merchant vessels sunk, or passengers, in one case at any rate aboard the merchant vessels, all of whom have survived and to whom we can have access and from whom we can get their individual statements of what happened."

Pledge is Ignored.  
"These instances are occurring in different parts of the world. If he asks whether they occurred off the United States coast, the other day, that is a matter on which I cannot pronounce any opinion until we get the facts; but if he wishes to know whether they are occurring elsewhere it is undoubtedly a fact, and we have published instances quite lately of its occurring in the Mediterranean and elsewhere."

"I see no use at this moment of discussing the question. The pledge was one which passed between the Government of Germany and the Government of the United States. It is not a pledge given to us. I do not think that at the present moment we can do any good whatever by discussing the question of what the policy of the United States is or ought to be towards the German Government in regard to that subject. That is a matter for the United States itself. I do not think allied interests or the interests of these merchant vessels could be served by raising any discussion in this country at the present moment with regard to a matter which is one between the United States Government and the German Government, and which is a matter, of course, in which it is for the United States Government, not for us to decide the policy and what is the action which the circumstances of the case require that the United States Government should take."

"That is what is being done on the other side, I understand. Full reports, I trust, will reach the Admiralty in due course as to the statements of survivors, and when these reports are received I cannot imagine any reason why they should not be made public in this country, or that there will be any reluctance on the part of the Admiralty or among the departments concerned to make public the facts, which we shall have got for ourselves, as to how the vessels were sunk and treated by the German submarines. "Lord Sydenham" continued Viscount Grey, "quoted statements made by Lord Crewe in August of the number of vessels sunk by German submarines since the German Government gave a pledge to the United States Government in May, of last year, up to the middle of August in circumstances which were apparently not in accordance with that pledge, which included firing torpedoes at ships without warning and insufficiently providing for the safety of the crews or passengers when the ships were sunk. I am sure these reports, which have occurred since the middle of August and are occurring every week of allied or neutral merchant vessels having torpedoes fired at them without warning, and in some cases loss of life occurring from crews being placed in open boats as the only chance of safety when the vessel is sunk."

Action was decorated to welcome the 14th Battalion, marching to Hamilton. Church organizations provided the men with a hot supper. What is characterized as a whirlwind tour for recruits throughout western Ontario was started at London yesterday by the 241st Canadian Scottish Borderers.

**Help Digestion**  
To keep your digestive organs in good working order—stimulate your liver, tone your stomach and regulate your bowels, take

**BEECHAM'S PILLS**  
Largest Sale of Any Medicine in the World.  
Sold everywhere. In boxes, 25 cents.

## COUGHS, COLDS and LA GRIPPE

Cured by  
Veno's Lightning Cough Cure.

It is the power of Veno's Lightning Cough Cure to strengthen all the organs of breathing that enables this wonderful medicine to cure Coughs, Colds, La Grippe, and Bronchial affections so quickly and so thoroughly. Veno's Lightning Cough Cure contains rare curative principles (not found in ordinary preparations) which help the system to throw off respiratory troubles, and so Veno's cures where other means fail utterly. Prices 30 cents and 60 cents, from druggists and stores throughout Canada.

"CANADIANS AT YPRES."  
(See Store Windows.)

12 Outer Covers from the 60 cent size of Veno's Lightning Cough Cure, or 24 from the 30 cent size, mailed to Harold F. Ritchie and Co., Ltd., 10, McCaul-street, Toronto, entitle you to a beautiful coloured reproduction of this famous Royal Canadian painting. The reproduction is on view in most druggists' windows.

## DECISION IS RENDERED

Continued from Page One  
FILE 6713.120

Mr. Commissioner McLean:  
I am of opinion that the application should be granted, the exception being upon the Lake Erie and Northern Railway Company. In granting the application, what weighs with me is the established industrial character of the City of Brantford. There are already facilities afforded by the Grand Trunk and the Toronto, Hamilton and Buffalo Railway Companies, and it seems to me that it is in the public interest, in view of the established industrial character of the City, that it should also have the additional facilities which will be afforded by the Canadian Pacific Railway Company through its subsidiary line, the Lake Erie and Northern Railway Company.

There should be contained in the Order a clause setting out that where the traffic is between Brantford and a shipping point or destination common to the Grand Trunk and the Lake Erie and Northern, or to the Toronto, Hamilton and Buffalo and the Lake Erie and Northern, or to both the Grand Trunk and Toronto, Hamilton and Buffalo and the Lake Erie and Northern, where inter-switching facilities are provided, the Company upon whose line, including private sidings tributary thereto, the application is made, shall be entitled to the line haul and to the privilege of effecting the required delivery on the line of the other company by means of inter-switching at destination, provided that the said company can afford facilities and privileges equal to those of the competing carrier at no greater charge. (Signed) S. J. McL.

October 24th, 1916.  
Interchange connection tracks between the tracks of the Lake Erie and Northern Railway, and Toronto, Hamilton and Buffalo Railway, and the Lake Erie and Northern Railway, and the Grand Trunk Railway, at Brantford, File 6713.120.

Heard at Brantford, Sept. 25, 1916.  
The Assistant Chief Commissioner: The Toronto, Hamilton and Buffalo Railway and the Grand Trunk Railway have for many years had facilities for handling traffic at Brantford by private sidings at many of the industries of the City, and by public team tracks and freight yards.

The Lake Erie and Northern Railway Company's tracks have recently been constructed through Brantford and the railway of the Company is now open for traffic to and from that City.

The railway of the Lake Erie and Northern crosses the tracks of the Toronto, Hamilton and Buffalo and the Grand Trunk in Brantford, and it is quite feasible to construct interchange tracks between the railway of the Lake Erie and Northern and the railways of the other two companies. There is in fact, now a connection between the tracks of the Toronto, Hamilton and Buffalo and the tracks of the Lake Erie and Northern.

The applicants for the interchange tracks are a large number of manufacturing concerns in Brantford. Many of them are served by either the Grand Trunk Railway Company or the Toronto, Hamilton and Buffalo Railway Company, by private siding. The chief object of their desiring the interchange is to enable them to get prompt shipment in or out from, or to Canadian Pacific Railway points. The Lake Erie and Northern is controlled by the Canadian Pacific Railway Company, and will doubtless handle as much C.P.R. business to or from Brantford as possible.

At present the Toronto, Hamilton and Buffalo interchange with the Canadian Pacific Railway Company at Hamilton. The Lake Erie and Northern connect with the Canadian Pacific Railway via Galt. It was contended by the applicants that the Galt connection would be a much more expedient and that much time would be saved on shipments. The strongest evidence in this regard was given by Mr. Matthews, of the Matthews-Blackwell Limited, meat packers. Mr. Matthews stated that prompt delivery was so essential in the live stock business that they did not buy on Canadian Pacific Railway points north and west in Ontario, because of poor facilities for obtaining shipments. If the interchange was put in, his company would be able to buy cattle and hogs on the C. P. R. line west of London, and on the Teeswater and Guelph and Goderich Division of that Company. Mr. Matthews further stated that his company would also be benefited by the proposed interchange, as it would open up to his company the territory south of Brantford on the



GEORGE GIBSON.  
Of London, former catcher of the Pittsburgh Pirates, now a member of the New York Clants.

line of the Lake Erie and Northern. He expected they would receive shipments from such points as Waterford, Simcoe and Port Dover, over the Lake Erie and Northern.

In addition to those of the applicants who had private sidings on the Toronto, Hamilton and Buffalo or the Grand Trunk Railway, and wanted to ship or receive goods over the Lake Erie and Northern, there is the opposite case of the Dominion Steel Products Company, which has a siding on the Lake Erie and Northern, and desires to have shipments coming in over the Grand Trunk railway, or the Toronto, Hamilton and Buffalo, placed on the Lake Erie and Northern siding at its factory. The Steel Products Company is just starting in business, but as it has a large munition order and is building a very extensive modern plant, it is quite justified in contending that it will have a large volume of traffic to handle over the proposed interchange tracks if they are put in.

It was also pointed out that the City of Brantford waterworks pumping station is in the territory served by the Lake Erie and Northern and the proposed interchange of tracks would enable the city to get its coal placed at the waterworks by the carload, which would save the city considerable expense in cartage.

The Grand Trunk Railway Company and the Toronto, Hamilton and Buffalo Railway Company object to the application, and contend that there is no public necessity for interchange, and that it is unfair to allow another railway to invade their territory.

Notwithstanding the contentions of these railway companies, I think the putting in of the interchange applied for would be of great benefit to a number of important industries in Brantford. It is clearly in the interests of the public, and will not in my opinion be found to be seriously prejudicial to the business of the other companies; as, while it will take some business from them, it will bring new business to them.

An Order should be granting the application. Plans of the interchange tracks to be submitted for the approval of an engineer of the Board, and no part of the expense of installing the tracks to be paid by the Toronto, Hamilton and Buffalo or the Grand Trunk Railway Companies. The Lake Erie and Northern Railway Company consents to the application. The order should be a permissive one allowing that company to construct the interchange tracks. (Signed) D'ARCY SCOTT.  
Ottawa, October 11th, 1916.

P.S.—I agree that the clause respecting the line haul suggested by Mr. McLean in his judgment be put in the order. (Signed) D.A.S.

## FOOD SOURING IN STOMACH CAUSES INDIGESTION, GAS

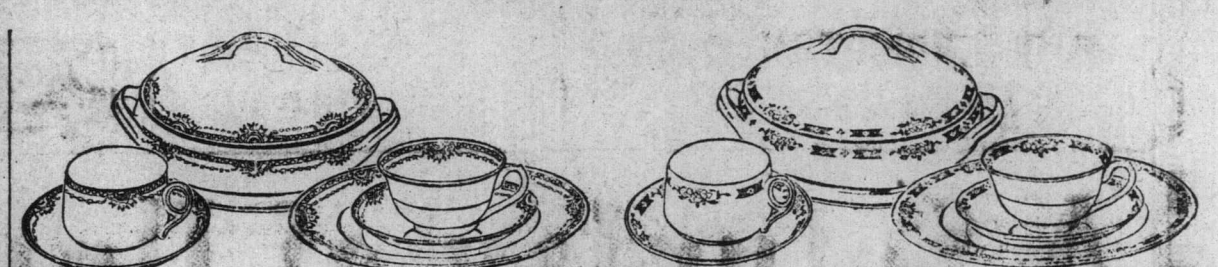
"Pape's Diapepsin" ends all stomach distress in five minutes

Wonder what upset your stomach—which portion of the food did the damage—do you? Well, don't bother. If your stomach is in a revolt; if sour, gassy and upset, and what you just ate has fermented into stubborn lumps; head dizzy and aches; belch gases and acids and eructate undigested food; breath foul, tongue coated—just take a little Pape's Diapepsin and in five minutes you wonder what became of the indigestion and distress.

Millions of men and women to-day know that it is needless to have a bad stomach. A little Diapepsin occasionally keeps this delicate organ regulated and they eat their favorite foods without fear.

If your stomach doesn't take care of your liberal limit without rebellion; if your food is a damage in need of help, remember the quickest, surest, most harmless relief is Pape's Diapepsin which costs but fifty cents for a large case at drug stores. It's truly wonderful—it digests food and sets things straight, so gently and easily that it is really astonishing. Please, for your sake, don't do on and on with a weak, disordered stomach; it's so unnecessary.

REMARKABLE OFFERING  
Value and satisfaction so hand in hand with the remarkable offering of 1000 Women's Limited Undergarments on sale Saturday, Crompton's.



## Prices That Talk

JUST RECEIVED!

A Large Shipment of

## English Dinner Sets

Consisting of Dinner and Tea Set  
(97 Pieces)

These are beauties, with newest Kermes China Cup. These dishes have all raised \$4.00 a set since we purchased these, but while these last we will clear them out at the old price of

**\$16.75**

Regular Price of These Were \$23.00

A Word to the Wise—GET BUSY!

Also odd cups and saucers and Dinner and Tea plates to clear at cost.

## J. W. Burgess

Complete House Furnishings

"Everything for the Home"

OPEN EVENINGS

Phone 1352

## FREE TROUSERS

WITH EVERY

## SUIT OR OVERCOAT

Ordered Saturday or Next Week  
(Except Blue and Black Suits)

Prices \$20, \$22.50, \$25, \$27.50, \$30

## Lyons Tailoring Co.

93 COLBORNE STREET - - Open Evenings



**PURITY FLOUR** is much whiter than milk; Milled to perfection and smoother than silk; Made of the finest and hardest of wheat; Purify bread is an epicure's treat. Deep is the longing which gleams in your eye At the first view of a Purity Pie!

## PURITY FLOUR

More Bread and Better Bread