

BRANTFORD DAILY COURIER.

FORTY-FIFTH YEAR

BRANTFORD, CANADA, SATURDAY, JANUARY 29, 1916

PROBS: Sunday; Milder; sleet or rain.

TWO CENTS

LORD KITCHENER SAYS, "WE NEED MEN, MORE MEN AND STILL MORE MEN." DON'T WAIT! ENLIST IN THE 125TH BRANT BATTALION TO-DAY

RAILWAY BY-LAW PASSES COUNCIL BY AN OVERWHELMING MAJORITY

When it came to a vote, the Mayor and Aldermen Hess and Minshall Alone Opposed It—City Solicitor Henderson Gave Frank Statement to the Council on Whole Matter and Told Aldermen He Would Assume No Further Responsibility.

THE VOTE

Bragg-Dowling—That the by-law be passed.
Yes—Ald. Ward, Freeborn, Jennings, Pitcher, Harp, Ballantyne, Mellen, Wiley, Welsh, Dowling, 10.
Nays—Mayor Bowby, Ald. Hess and Minshall.
Ald. Bragg and Ald. A. O. Secord did not vote.

The opposition to the Railway By-law collapsed last night at the Special Meeting of the Council to consider the matter. When it came to actual voting the Mayor and Aldermen Hess and Minshall stood out as a lonely strain and after a unanimous vote of 10 to 2, the by-law passed.

his views before them. He had done so elaborately, though he (the Mayor) did not think it was the part of a city solicitor's duty to go such things. He did not want to call a meeting, but had been pressed to do so.

Ald. Minshall asked, considering the by-law had been laid over for two weeks, was a special meeting in order. The Mayor stated that it was. ALD. BRAGG ALSO EXPLAINS.

Ald. Bragg, as chairman of the railway committee, said Mr. Henderson had asked him to call a meeting of his committee Thursday afternoon, and at the meeting the city solicitor had laid the facts before them. The city solicitor had said he did not wish to be responsible for accidents which might happen on the road, and the committee after hearing him came to the opinion it was time some action should be taken by the council. Mr. Henderson said he did not want the city to be the heavy expense because of an accident, and wanted to put himself on record against any further delay one way or another. Hence the special council session.

Ald. Ward asked the Mayor if there was any answer to the information the council wanted as to whether or not the by-law had been properly submitted. "OUTSIDE THE LAW." "Any submission to the people of any by-law as to the disposition of any portion of the Galt to Brantford railway is outside the contemplation of municipal law," replied Mayor Bowby. "There was no warrant for such a by-law; no authority to submit such a question. The council had power to sell the road, but it thought last year it should submit the matter to the ratepayers and all of them. But when the by-law was submitted, property owners only voted. The reason given for that was since property owners only voted to buy the railway they only should say whether a part or whole of it should be sold. The Mayor thought such reasoning was false. Everybody should have had the right to vote.

"Why didn't everybody vote on the purchase of the railway?" asked Ald. Freeborn. He said that he believed since property owners in effect gave a mortgage on their property in assuming the road, property holders only should vote. "That's your opinion, not mine," commented the Mayor. "It's only common sense," responded Ald. Freeborn. "My common sense is limited I suppose," said the Mayor.

CERTAIN IT WAS LEGAL. Ald. Bragg said he had confidence in the city solicitor. He affirmed the by-law was legal. Ald. Bragg stated he himself had consulted another lawyer on the question, and had received an opinion backing up Mr. Henderson. Then there was nothing else for the council to do but pass the by-law. That was why he would vote for the third reading of the by-law.

The only thing to do, asserted Ald. Ward was to give the by-law its third reading. He did not think the people were against the by-law. "You think they are not?" asked the Mayor. "Certainly not," replied Ald. Ward. In Ward's view, he explained, a workingman's ward, the by-law was beaten by only 6 votes; in Ward 4 it carried by 56.

THE PEOPLE'S WILL. "I'm not going to go against the wishes of the people," said Ald. Bragg. "My own opinion, I reserve, but the people's will will be carried out. As long as I am an Alderman in Brantford, that is the stand I will take." He then moved the adoption of the third reading of the by-law, which motion was seconded by Ald. Dowling.

Ald. A. O. Secord explained that he had consulted three lawyers on the legality of the by-law, and all three said it was legal. He was there.

(Continued on Page 4)

NO ULTIMATUM TO GERMANY

Secretary Lansing States Lusitania Affair Stands As It Did.

By Special Wire to the Courier.

Washington, Jan. 29.—Secretary of State Lansing to-day denied publication of a new draft of the proposed agreement which embodied the Lusitania. At the state department it was declared that the Lusitania negotiations remain just where they stood early in the week when Count Von Bernstorff, the German ambassador, transmitted to Berlin a new draft of the proposed agreement which embodied all the points for which the United States contends.

There could be no new move official, declared, until the German foreign office had passed upon it. The new draft was made by Count Von Bernstorff, immediately after a conference with Secretary Lansing, and it was understood that the destruction of the ship, and acknowledge as a matter of law the rights of the neutrals who were lost. On this point the state department officials declared that Secretary Lansing merely flatly denied that any date had been set for the limit for Germany's reply. "Do state department officials declared they had no indication of when they would hear from Berlin.

ADVANCE ON SUEZ WITHOUT DELAY IS WHAT TURKS AND GERMAN WANT

One For All, All For One

Henceforth Replies to U. S. on Blockade in Name of Allies.

By Special Wire to the Courier.

New York, Jan. 29.—The London correspondent of The New York Herald cables this morning as follows: "I am in a position to state that henceforth in all matters, including the blockade, the seizure of contraband mails, the submarine policy and other most questions, replies to notes from the United States and other neutrals will be in the name of all the allies, including even Belgium, Serbia and Montenegro, that France, Russia, Italy and Great Britain accept full and joint responsibility for all the measures, and that the motto of the allies from now until the end of the war will be that of the three guardsmen, 'one for all, all for one.'"

Jules H. Ford, an international swimmer, better known as "Doc Yaterbury," pleaded guilty to grand larceny in New York.

Three Objectives of Hun-Islam Alliance are Persia, the Caucasus and Egypt—Hun Officers Don Civilian Clothes in Constantinople so as Not to Offend Natives—Germany Teaching Turks Points on Modern Farming.

London, Jan. 29.—All Turkish as well as German sentiment is for an immediate advance on the Suez canal to-day in describing further impressions gained on his trip to the Balkans. Owing to his dark complexion and because of his perfect knowledge of the German and French, which are the mediums of communication between Turks and foreigners, the correspondent was able to talk to all classes of the people without suspicion.

The correspondent says the three Turco-German objectives are Persia, the Caucasus and Egypt. Regarding the advance of the British toward Baghdad, a prominent Turk is quoted as having said to the correspondent: "We were very frightened when we heard the British were coming, as our defences were in bad condition and contained only a few old guns. But when spies told us that General Townshend's force was small we took courage and held it in check until reinforcements arrived. Now, thanks to the British, they will never reach our holy city. Their reinforcements are too late."

A German interviewed said the inactivity of the entire allies in the west had enabled the Germans to menace the lines of communication to the India. As a curious instance of the diplomacy of the Germans, the cor-

respondent relates the appearance of officers in the streets of Constantinople in civilian clothes, when ordinarily they never lay off their uniforms. On German officer explained this fact by saying, "we do not want the Galata bridge to look like Unter Den Linden all the time." The correspondent says he saw three hundred French prisoners at Konieh, Asia Minor, who were totally neglected. They had little food, he described as filthy beyond description. The lack of food was due to a general food shortage. Germans, says the correspondent, are everywhere speeding up the Turkish also met German non-commissioned officers who are teaching these farmers and who had come to the train to hear the latest gossip. The correspondent also met German commercial men, engineers and military officers at every turn bent on Germanizing Turkey. The railways in Turkey are described as good but slow. Every where the correspondent saw long telegraph lines filled with new railway, telephones and bridge materials and numbers of great locomotives, which were said to be destined for the new line to the Suez canal.

PROGRESS OF EVENTS CHANGES WILSON'S VIEWS

His Speech in New York a Warning to His Countrymen.

Views of British Press Impossible That His Words Are Merely Rhetorical.

By special Wire to the Courier. London, Jan. 29.—Commenting editorially on President Wilson's speech before the Railway Business Association in New York on Thursday night, The Daily Graphic says:

"The progress of events has convinced President Wilson that he cannot continue to take a limited view of the duty of his country. He has a great opportunity. If the United States decides to stand before the world as a defender of the rights of humanity it may alter the history of mankind for generations to come."

The Standard says: "If there is any warning to be found in his words it is to the people of America rather than to either of the belligerents. His intention is to arouse his countrymen to the fact that neither the Monroe doctrine nor any other doctrine is of material value unless the power exists behind it to enforce its principles."

Dealing with President Wilson's statement, "I cannot tell you what the international relations of the country will be tomorrow." The Daily News in its editorial says: "Uttered by a man of the president's almost pedantic precision of speech, it is impossible to treat such words as a mere rhetorical flourish. It is dressed to only one quarter."

"The lofty language in which the whole passage is couched would be ridiculous if applied to any but the very gravest offences committed by very formidable offenders. When President Wilson says the Americans are ready to fight for vindication of character and honor he is clearly con-

cerned with more serious issues than mail bags." The Daily News then reviews Germany's actions with regard to the Lusitania note from the United States and what it terms Austria's similar course in her submarine warfare, and declares the result has been "to degrade, however unjustly, in the eyes of both neutral and belligerent nations the principles on which America took her stand and the sincerity of her own belief in them."

"It is impossible," The Daily News continues, "that President Wilson does not know this and hear about it. It was always certain that he would make a strong effort to reaffirm his compromised position."

"But President Wilson is on firm ground in his declaration that these are things more important even than peace. Provocation in his case has passed the uttermost limit. If his unexemplified patience is indeed exhausted it does not lie in anybody's mouth to say it is wrong to take the action he has so strenuously sought to avoid."

ALL HOPE GIVEN UP FOR SAFETY OF S. S. APPAM

Boat Sank Probably About Sixteenth Day of January.

By Special Wire to the Courier. London, Jan. 29.—The mystery of the British and African Navigation Company's liner Appam, takes first place in the news of the morning papers to-day, and they all agree that the prospect that she will ever come into port may now be regarded as hopeless.

Shipping experts believe the steamer sank about the 16th of January northwest of Madeira. From the prevailing wind it is figured that the catastrophe occurred some distance north of the point where the lifeboat was found. At the London office of the Elder- Dempster Line, agents of the steamer, the belief was expressed that the total loss of life would aggregate 301—87 first class and 81 second class passengers, and 130 members of the crew.

St. Paul spent \$11,049,530 on new buildings in 1915.

EVOLUTION OF BRITAIN'S TORPEDO BOAT DESTROYER



THREE STAGES IN THE EVOLUTION OF THE T. B. D. SPECIAL DRAWING FROM THE SPHERE

Above are shown three stages in the evolution of the British torpedo boat destroyer. In the first place, these boats were created to counter the menace of the large torpedo boat which Germany was feverishly constructing at the time of the building of England's first torpedo boat destroyer. From this the destroyer rapidly grew in size and the time of the building of England's first torpedo boat destroyer. From this the destroyer rapidly grew in size and the time of the building of England's first torpedo boat destroyer. From this the destroyer rapidly grew in size and the time of the building of England's first torpedo boat destroyer.

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