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MARKET STREET



FINE FURS

'The Gold Dust Twins' Philosophy

If you have ever fumed and fussed, because of dirt and grime and rust, and said unto yourself, "Oh, dear! This household work will kill, I fear"—then it is time that you should find some other method far more kind.

Of all the woes a housewife bears, one always fills her day with cares: The kitchen after-meal-time muss, is quite enough to make one fuss. What, with the pots and pails and pans, the knives and forks and plates and cans, no task of man, however grim, the half as mean is handed him.

Two little willing workers aim to enter in this household game: their job, the lessening of work, a task that neither of them shirk. With active little hands and brains they grab the irksome household reins, till soon each kettle, pot or dish, is just as bright as you could wish. And not until the chores are done, from sink to silver, sun to sun, could anything inspire the two, to drop the tasks they have to do.



Therefore, if you have never known assistance such as we have shown, your troubles end, where joy begins. Now, Mrs. Drudge, the Gold Dust Twins! Henceforth, as dishes congregate, and dingy pots that cannot wait; when cutlery, in sad array, awaits you at the close of day—"Cheer Up!" Forget the labor planned: You have two aids at your command.

The Gold Dust Twins

The Diamond From the Sky

By ROY L. MCCARDELL

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When Sheriff Swain and his posse of tournament riders reached the scene, directed by the colored boy with the



Arthur Finds the Dead Fox Hunter.

fractious pig, they saw a fox hunter in his red coat riding away far off, but at their feet lay, as it seemed to them, the body of Arthur Stanley, killed by a fall from the horse he had ridden so gallantly at the thrilling Fairfax tournament.

Crooping the grass near by the log against which seemingly his rider had fallen, the bridle rein caught in a gnarled branch of the fatal tree, was the horse that they all recognized as the very steed that had made the leap from the grand stand, a leap long to be remembered in Fairfax.

That night while Arthur, who has told all his story to Farmer Smith, is being sent upon his way with hearty good-bys and farewells and expressions of sympathy from the farmer and his family the body of the dead huntsman with the bruised face is borne into Stanley hall.

With a wild cry Esther recognizes it is not Arthur, but the silencing hand of Hagar falls upon her lips.

"A gypsy trick," murmurs Hagar. She returns for the son whom she has disowned, but all of whose secrets she will hold. "Let them find out his ruse in all good time," Hagar mutters to herself. "It will give him the better chance to be far and safely on his way."

CHAPTER XIV.

"Here Are the Proofs!"
AND Mrs. Burton Randolph returns to Richmond. Vivian and Blair have quarreled. Vivian realizes Fairfax will be dull while it festers upon gossip that will not interest her. She will return to Richmond with her friend.

With a woman's presence she realizes that Blair's mother intuitively suspects her. So Vivian Marston thinks it best to return to Richmond too.

That night the Monticello hunt is misadventure. Inquiry and investigation bring some of the huntsmen to Stanley hall. The dead man is identified for the man he really is and is



Here are the proofs that your son

murdered Dr. Lee!"
borne away. And the breach is wider yet between Fairfax and Monticello in consequence.

The next day Hagar has a visitor at Stanley hall. It is Detective Tom Blake of Richmond, and he bears with him a curious flat portfolio of curious photographs. He and Hagar examine these curious photographs in the library at Stanley hall, leaving Esther upon the broad piazza, innocent of any knowledge of what passes between the gypsy woman and the astute private detective Hagar employs.

But the photographs are vital things, vital especially to Blair Stanley, for they hold the evidence that proves him guilty of the murder of Dr. Lee! For the photographs are the telltale reproductions of Blair Stanley's finger prints. Some were made by Blake from impressions he found on the rifled cash box and the dead doctor's throat, and one other is the reproduction of the plain mark of his ink stained thumb, stained by a heavy fountain pen, made on the bad checks he passed on Abe Bloom, gambling den keeper of Richmond.

(To be continued.)

CATHOLICS IN GERMANY DO NOT LIKE ATROCITIES

By Special Wire to the Courier.
London, Dec. 1.—According to a statement published in The Times today the Roman Catholics of Germany have made an appeal on behalf of the Armenians, the missions and one of their principal organizations says the Times, sent a petition to the German government and received the following reply from the German Chancellor, Dr. von Bethmann-Hollweg—

"The Imperial government will continue, as in the past, to regard it always as one of its principal duties to use its influence against the persecution of Christian peoples on account of their faith. German Christians can rely upon my doing everything in my power to take account of the anxieties and wishes which have been communicated to me."

"MACHINE GUN" AND "EQUIPMENT" FUND.

At a meeting of the Subscribers to the Fund for the purchase of Machine Guns, Ammunition, etc., held in the City Council Chamber last Thursday evening objections were made by many subscribers to the distribution of the money as recommended by the committee without any further basis on reports which have appeared at various times in the newspapers that the government does not wish money for Machine-Guns. After discussion the following amendment to the original motion was carried—

"That this meeting stand adjourned for one week; that in the meantime applications be received from the subscribers for refund of their subscriptions and that the committee be authorized to pay the same on application."

At a meeting of the committee held on the 29th to consider the new situation created by the course of subscribers' meeting; it was resolved as follows—

1. That in order to carry out the instructions given by the Subscribers' meeting the subscribers who desire to withdraw their subscriptions, whether paid in or still due, be requested to make applications in writing to the Secretary, George Hatley, Court Hof Fund, and to the Canadian Red Cross Fund, respectively.

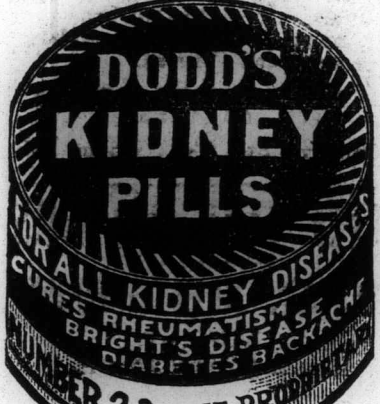
2. That in the opinion of the committee, it is desirable to save as much as possible of the fund which has been raised by so much labor, and with this end in view the committee appeals to the subscribers generally to allow their subscriptions to stand on the following understanding—

a. "That the money left in the fund after all withdrawals will be paid over in equal parts to the patriotic and War Relief Fund, and to the Canadian Red Cross Fund, respectively."

b. "That some day shortly after December and a meeting of subscribers be called at which the financial statement will be presented, and authority be asked by the committee to distribute the fund for the above named purposes."

3. That this minute be published in each issue of Excelsior and Courier up to the second of December for the information of subscribers so that they may take such action as they think proper.

The signatures attached are those of the members of the committee who were present at the meeting, at which the above minute was improved.
H. H. Powell, President.
George Hatley, Secretary.
T. E. Sperson.
W. N. Andrews.
Franklin Grobb.
C. G. Ellis.
W. G. Raymond.
James Cockburn.
Logan M. Waterous.
John S. Dowling.
John H. Spence.



VLADIVOSTOK IS OPEN PORT ALL THE YEAR

Ice-Breakers Keep Harbor in Use During the Winter.

MADE READY FOR IMPORTS

Hitherto Exporting City, Now Has to Prepare to Receive War Stores.

Vladivostok, Dec. 1.—With its wharves high with all sorts of war supplies and its railway facilities wholly inadequate to meet the insistent demands of the Russian army, Vladivostok is looking anxiously toward the Panama Canal and hoping for a report that the slides have been mastered and will permit the passage of ships carrying the rails, locomotives and cars so necessary to speed up transportation along the 6,000 miles of railway which separate the Russian battle lines from Russia's greatest gateway for supplies.

So far not a single ship from New York has arrived bearing locomotives or railway cars. Four hundred and fifty American freight cars have been purchased and many of them have been shipped. Several ships bearing railway supplies passed through the Panama canal before the slide of Sept. 18, which was reported to have cut off communication for an indefinite period. Because of the block in the canal route supply ships from New York have been ordered to Vladivostok by the Suez route, which takes several weeks longer under present conditions.

The fundamental errors have entered into much of the discussion concerning Vladivostok's possibilities as a supply gateway. The first is the somewhat generally accepted statement that Vladivostok is ice-bound part of the winter. This is not true. The other erroneous statement is that the trans-Siberian Railway is entirely double tracked from Vladivostok to European Asia. This is equally untrue. Neither is there sufficient steel available to complete the double track along the entire route.

Last winter two icebreakers kept Vladivostok open throughout the entire winter season without any trouble. This year a third ice-breaker has been purchased from Japan and the port authorities anticipate no difficulty in keeping channels open to the docks.

Vladivostok hitherto has been an exporting and not an importing centre. The high freight rates across Siberia, made the port useless as a supply centre for European Russia, until the present war conditions and the commission except Archangel and Vladivostok, the two gateways through which Russia can now draw her arms and ammunitions from outside countries.

Heroic efforts have been made at Vladivostok to measure up to the unexpected responsibilities, but warehouses, docks, cranes, trackage and wharves were being to care for the avalanche of war supplies. Temporary tracks have been built in every possible direction. Warehouses have been enlarged; new piers have been thrown out. But the enlarged facilities have not been equal to the influx of freight, and the worst is to come. So far large guns have been the only bulky machinery unloaded. The great cargoes of American locomotives and steel rails call for docking machinery and facilities which Vladivostok does not afford. The docks are small, entirely of wood and few in number. The lighters and barges available also are small and not well suited to large pieces of machinery.

Owing to the conformation of the harbor, a large part of which is wholly monopolized by the navy and army as a dry dock, arsenal, navy yard, barracks and supply depots, ten or twelve ships at most can be unloaded in the harbor at once, and with the number of lighters must be used to a considerable extent.

Virtually every available foot of ground along the water front is at present stacked high with war supplies. The wharves, piers and piers are constantly filled again from the ships always waiting for a chance to dock. An endless chain of Koreans and Chinese is piling copper and lead and beams into freight cars, which are rapidly worked into trains and started off for the seat of war.

I saw many familiar trade marks in my walk along the congested water front. Automobiles from Detroit, steel from an Illinois company, army wagons from several American manufacturers, American tinned milk and meat and many other products of the United States lie waiting for car space. American cotton may be seen in many of the warehouses. To-day an English ship is discharging a cargo of cotton which is being transferred immediately to cars. The cotton is from New York and each bale bears the label, "Merchants' Bank, Moscow Zetaga."

Trains going to Russia carry a strange assortment of freight. Gun-carriages, rails, structural steel for bridges, lumber, piling and coal may be seen on the open cars. These cars are about thirty feet long. Consequently steel rails of the American standard length require two flat cars, and only about 25 rails are carried on each pair of cars. The Russian closed freight cars are about twenty-one feet long and have a freight capacity of only 15,000 pounds. Both the flat cars and the closed cars have only a single pair of wheels at each end.

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