

From all parts of the world were shipped to England, and such countries as Australia, the time and America had surplus they found their way to this...

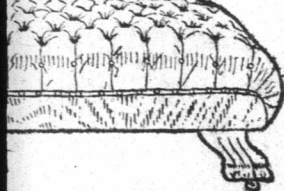
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LARKIN CARRIES CROSS OVER INTO ENGLAND

(Canadian Press Dispatch) NEW YORK, Nov. 15.—A cable to The Tribune from London says: James Larkin has carried out his threat to bring his "fiery cross" to England. He crossed the Irish Channel last night, and is now in Liverpool. He opens his campaign, which has for its object a general strike of British trade unionists in support of the Dublin strikers, at Manchester to-morrow, when he will address a meeting in Free Trade Hall.

OWEN SOUND MOURNS HER LOST SAILOR BOYS

Some Tragic Incidents in Connection With the Lake Wrecks--Lediard Family Sorely Stricken.

OWEN SOUND, Nov. 15.—Sadness and gloom have entered a number of Owen Sound homes as the result of the sinking of so many lake vessels, with the accompanying loss of life. The intelligence, the loss of the Wexford with all hands, came to Mrs. Richard Loughheed, wife of the second engineer of the ill-fated craft, in the form of a telegram from the offices of the Western Steamship Company, Toronto. The recipient of the message was prostrated. The Consider Also Stricken To console with her came Mrs. William Buckley, Fourth Avenue, East. The morning following came the intelligence of the loss of the steamer James Carruthers, with all her crew, including second engineer William Buckley, and sorrow and mourning entered the Buckley home, where the steamer's mother and one little girl, Mary, were waiting in vain hope for the return of the husband and father. All Mrs. Buckley's relatives reside in Glasgow, Scotland. Buckley, lives at Leith, where a brother also resides. Three Deaths in One Year In the family of William Lediard first mate on the Carruthers, there have been three deaths this year, including the mother and a sister. Another sister is just convalescing after a serious operation at the General and Marine Hospital.

WARNING IS ISSUED AGAINST PILFERING

Souvenir Fiends to be Treated as Thieves—Sand Covering Bodies.

GODERICH, Nov. 15.—Yesterday Wreck Receiver Babb issued a warning respecting the pilfering and stealing of wreckage on the shores north of Goderich. Hector Hayes, Customs Officer at the port, criticized the notice, stating there was no stealing of wreckage, except by the souvenir fiends who gathered pieces of oars and any little things that might appeal to their morbid curiosity in years to come. The souvenir fiend, however, is to be treated as a real thief. Another rumor which received some credence amongst some, and which was promptly denied by others, was that the waves had drifted sand to such an extent in some parts that bodies were being covered. Those bodies recovered at Turnbull's farm were half buried in sand. It is expected that identification of bodies will be much more rapid during the next few days. All the friends of the men apparently lost are hurrying to the lake ports. Every train yesterday brought a score of people on their sad mission. Mr. S. Bailey, the well-known marine man of Collingwood, is here and knows 75 per cent. of the Canadian sailors, so he is expected to identify many of the bodies of the Carruthers' crew. The bodies of Scott, Brooms and Dodson of the steamer Wexford have been sent to Collingwood, and that of young Gordon will follow. Sailors yesterday had little hope of recovering the body of Bruce Cameron, the young captain of the Wexford. "He would stick to it and probably go down without a life-preserver," said a friend of Cameron. Crown Attorney Charles Seager conducted the inquest held yesterday, and the jury were: J. W. Salkeld, foreman, W. T. Jennings, Isaac Salkeld, Harry Salkeld, Robt. Andrews, George Andrews, Robt. McLlwin and Christopher Johnston, all of Goderich township.

WOMEN STORM PARDON BOARD TO SAVE HER FROM GALLOWES



(Aroused as they never have before, Connecticut women of every walk in life are shouldering the burden of preventing the State from inflicting the death punishment upon Mrs. Bessie J. Wakefield, convicted several days ago as an accomplice in the murder of her husband. From every conceivable point wives and daughters of prominent men, suffragists and women opposed to their sex exercising the right of franchise are attacking as disgraceful and unwarranted the carrying out of the court edict that Mrs. Wakefield shall be hanged. If Mrs. Wakefield dies for the murder of her husband, in the actual commission of which she was not accused of having taken a hand, she will be the first woman put to death in the State since 1780.

IDENTITY OF "MYSTERY SHIP" MAY NEVER BE DIVULGED

Is Fast Sinking and By To-day Will Have Probably Disappeared Beyond the Surface—Boat Has Been Sustained By Air in the Holds, and Not By Another Vessel as Was at First Supposed.

(Canadian Press Dispatch) SARONIA, Nov. 15.—Canadian and American marine men were present on a trip taken yesterday afternoon on the Reid Wrecking Company's tug Fischer to the famous mystery ship for the purpose of identifying the overturned craft. At 3 o'clock the Fischer pulled out from the wharf, having on board representatives of the Merchants Mutual Line, Toronto, owners of the Regina, of Hanna and Co., owners of the Price, and of the insurance interests in Cleveland and Buffalo, as well as several local wrecking company men, and two newspaper representatives. As the big tug passed the lightship two and a half miles from the river mouth all eyes were strained for the "mystery ship." Steering northward by the compass, the shores and lightship faded, the rollers increased in height and soon a reddish streak on the waters showed the reef which has defied the ingenuity of men and governments for a week past. The first discovery was that the boat had developed a tendency to sink since Thursday's visit. Within 24 hours she had settled nine feet and yesterday the inverted Arabic numeral 7 was only visible in the ebb of the waves, when yesterday a fair view of the mark could be had. This sudden tendency to sink sets at naught the theories of the best men who have visited the wreck and caused great excitement on the tug. If the boat is sustained by air in the hold and if the subsidence of the past 24 hours keeps up, the last trace of the boat will be below the surface to-day. The realization that the visit was probably the last chance to solve the mystery stimulated every effort for action, but the continued surge made a descent by a diver absolutely impossible. Instead the visible evidence was carefully noted, and may be summarized as follows: After making allowance for differences of opinion, a cast of the lead ten yards from the bow showed ten fathoms, another cast ten yards from the starboard showed the same. Again on the port quarter, ten fathoms, and a cast 600 feet astern the same. Finally the tug was manoeuvred directly over the submerged hull, and a quick census was taken of the estimated damage from the prow at the instant that the lead was cast. The estimates vary from 250 to 400 feet, and almost at the same instant the heavy lead struck below at seven fathoms (42 feet), and the tug slid across into less dangerous waters. Again Capt. Thomas Reid brought the tug around to the bow, and the marine men made diagrams of the construction of the plates. When the tug was 15 yards from the wave washed and rusty black belly several things were noticed. On what would have been the starboard side, just where the fore-board curves into the flatness of the bottom, are two large dents, about 4 feet apart, five or six inches deep, and slightly aft of the starboard quarter. Is Foreign Built. Far more important than this was the character of the construction. There is a difference of method prevalent in America and Great Britain in matching the body of the boat to the stem or prow, the bottom plates in the one case being continued in a letter Y shaped upward toward the prow, and in the other style, the stem being carried down and projecting. Those familiar with this detail gave their opinion that the craft was foreign.

FEWER TRADE DISPUTES IN MONTH OF OCTOBER

OTTAWA, Nov. 15.—The Department of Labour reports that the industrial situation from the standpoint of the number of trade disputes in existence, was better in October than any time during the year, 1913. The loss of time to employees through trade disputes actually commencing during that month was small, and in all there were only eight disputes in existence, this number including those already in existence at the beginning of the month and those which commenced during October. On no occasion during the present year has the number been so small as this; the next best record being in September, when eleven disputes were reported. About 3,687 employees were directly and indirectly involved in the disputes of the month. About 70,000 working days were lost through strikes and lock-outs during October, as compared with 83,880 during September, and 98,000 in October, 1912. As in the previous months the most important dispute was that of coal miners on Vancouver Island. It is difficult to estimate the loss of time through this dispute, as it is probable that the strikers obtain work from time to time in other localities, and that other men are taken on by the operators concerned. An estimate would show about 2,000 men out of work directly as a result of this dispute during October.

JUAREZ HAS FALLEN INTO REBEL HANDS

Bold Strategy This Morning Put Most Important Northern Fort in Hands of Constitutionalists--A Fight on Race Track

(Canadian Press Dispatch) EL PASO, Tex., Nov. 13.—Ciudad Juarez, the most important northern port of entry in Mexico, was captured by constitutionalists under General Pancho Villa and General MacLevin Herrera, early this morning with small loss on either side. The occupation of Juarez by rebels began at 1.30 o'clock after the men under Villa and Herrera had reached the town in trains thought to be carrying federal soldiers to the garrison. By pre-arrangement trains were ready to convey his army to Juarez last night while all federal officers in northern Mexico believed him to be exerting every energy to take Chihuahua. Officials are confident that Huerta now realizes that not only is the United States in earnest to assist and may accomplish his elimination by lifting the embargo on arms, but also Great Britain as well as other foreign powers have assumed more than a passive attitude of acquiescence in the American policy. The fact that Sir Lionel Carden, British Minister to Mexico, is communicating to Huerta intimations of Continued on Page Three

MESSAGE RECEIVED OF SHIP AFIRE AT SEA

Cunard Liner Pannonia said to have Taken All Passengers off a Spanish Boat--Mey Be Freak Message

(Canadian Press Dispatch) MONTREAL, Nov. 15.—A message purporting to come from the Cunard Liner Pannonia, received by the Marconi Company's operator at Cape Race, Newfoundland, intimates that the Spanish steamer Balmes is on fire at sea, and that her passengers have been transferred to the Pannonia. The operator, in forwarding the message to the local offices of the Marconi Company, states that the communication must be considered as a freak, as the Pannonia is nearly a thousand miles away from Cape Race. He also stated that on this account he had not been able to secure confirmation of the information from the Pannonia. The message from Cape Race follows: "The Pannonia reports that she is conveying the Steamer Balmes, which is on fire, to Bermuda. Her passengers have been transferred to the Pannonia and are all safe. The information could not be confirmed. The message, which is really regarded as a freak, as the Pannonia is out of the ordinary wireless range of the Cape Race station, gives no positions." The Balmes is a steamer of 3,704 tons register, and was built in Dumbarton, Scotland, in 1898. She is owned in Cadix, Spain. The Pannonia, front which the wireless is supposed to have come, belongs to the New York-Mediterranean service of the Cunard Company.

Cost of Living Went Up Some in October

OTTAWA, Nov. 15.—The Department of Labour index number of wholesale prices stood at 136.8 for October, 1913, as compared with 136.0 in September, and 135.0 for October last year. Corn, Ontario barley, hay and bran were higher, but wheat, flaxseed, western oats, and barley were lower. Cattle and beef were higher, but hogs and hog products continued to decline. All dairy products were higher except cheese. Fresh Canadian fruits and potatoes advanced, but imported fruits, beans, onions and canned vegetables were lower. Record prices for lute and the highest price for cotton since 1911 raised the level of textiles. Copper, brass and lead were up, but steel, tin, quicksilver, and silver were lower. Brooms were steeply up. Rope and raw rubber declined. In retail prices, meats, eggs, milk and butter were higher, but there was a general decline in potatoes as the crop came on the market. Beans, flour, rolled oats and sugar showed weaker tendencies, the general effect of the month's changes was to send the level distinctly higher.

WENT OUT HUNTING IN CARPET SLIPPERS

Became Lost in Woods and Was Exposed to Weather for Days.

PARRY SOUND, Nov. 15.—Last Friday, an unusually warm day, Frank Kleib, of Mount Vernon, New York, who was employed by the Sloan Hunt Club of Toronto, at the hunting camp, in Burton Township, north of here, followed the hunters into the woods, being clad in his ordinary house clothes and carpet slippers. On his failure to return search was made in every direction. Other hunters and settlers and Provincial Constable Maricle joined in a systematic search but without avail until Wednesday, when the lost man was found near Bolger Lake, some miles from his starting point. Notwithstanding the severe frost and heavy snow the man was found alive, but he only lived about three hours after being found. He is said to be married, and has a family. MANILLA, Nov. 15.—An anti-slavery law was passed to-day by the Philippine National Assembly after a heated debate.

Borden Club Rally

Ward 4 will have charge of the Saturday night rally at the Borden Club. There will be a bright musical program and short speeches by Mr. John Fisher, M.P., and Mr. W. S. Brewster, M.P.P.

DEAD CAT THROWN AT THE IRISH SECRETARY

Militants Start Uproar at Hon. Mr. Burrell's Meeting at Bristol.

LONDON, Nov. 15.—Lord High Chancellor Haldane, speaking at Edinburgh and Augustine Birrell, chief secretary for Ireland, addressing an audience at Bristol, were subjected to suffragette disturbances last night. A dead cat thrown at Mr. Birrell set the meeting in an uproar, and when offenders were ejected a general fight ensued. In his speech Mr. Birrell said that it was hoped a settlement of the strike in Dublin would be speedily arranged. He said the government was placing all legitimate pressure on the employers with that object in view.

Y. W. C. A. IN GOOD SHAPE

Annual Report is Submitted at Convention in Winnipeg.

WINNIPEG, Nov. 15.—The annual report of the Dominion Y. W. C. A. was submitted at the sessions of the triennial convention yesterday. Home department receipts for the past three years were: 1911, \$8,852.42; 1912, \$8,739.41; 1913, \$15,871.13. Disbursements for the same period: \$8,264; \$8,739.41 and \$15,179.35. In the foreign department \$2,700.28 was raised for the year ending October 31, and \$2,333.65 expended. Japan, China and Bulgaria shared in this expenditure. Special Japanese dormitories fund amounted to \$3,079.51 for the year. Papers were read during the day by Miss Una Crawford, Mrs. A. O. MacKay and Mrs. McElheran. IN PORT ON FIRE. SAVANNAH, Ga., Nov. 15.—The British steamship Ullida, Capt. McClenahan, clearing yesterday for Rotterdam, with a cargo of cotton and merchandise, put back to port this morning on fire.