

FORTY-FIFTH YEAR

BRANTFORD, CANADA, THURSDAY, MARCH 30, 1916

PROBS: Friday: Fair and mild.

ONE CENT

Austrians' Brutal Treatment of British Sailors Probing Cause of New York Central Wreck Hun Counter-Attacks at Verdun Repulsed

AUSTRIAN SUBMARINES HAVE ROUGH WAY OF SEIZING BOATS

Captain of British Steamer Tells of His Experiences-- Was Turned Out While His Ship and Lifeboats Were Looted by Enemy Crew-- Drifted for Days on the Sea, Landed, Attacked by Arabs and Finally Rescued.

By Special Wire to the Courier.

London, March 30--A stirring story of the experiences of the crew of a British steamer, which was sunk by a submarine, is told by a captain, Arnold C. Groom, late of the Steamer Coquet.

About 10.45 a.m., January 4th, 1916, said Captain Groom, "I was writing in the saloon when I heard a gun fired. On reaching the bridge the third mate told me it was fired across our bow. Then another was fired across the bow, one over the bridge and one under the stern from a submarine on the port quarter. At the same time one or two people told me there was another submarine on the port bow. I stopped the engines and indicated that I had done so by flag signals. The firing stopped, and the submarine was soon close to us with a signal flying "Abandon ship." Immediately I took the chronometer, compass and chart in the cabin, and went and got the lifeboats. We had but a little time to get the lifeboats before the ship was sunk. Eight shots were fired. One of them struck the signal heliograph on the bridge. They stopped firing, then coming close to the boats ordered us alongside. This was a dangerous proceeding as the submarine's deck was just awash and there was a big swell. I was ordered aboard the submarine, and then some Austrians armed with revolvers and cutlasses, were sent in our boats, and the two boats returned to the Coquet.

LOOTED THE SHIP. "All hands were given twenty minutes to get what they wanted from

the ship. At the same time the Austrians looted whatever they could in the time given. They lowered one of the small boats to take them and their loot back to the submarine. When they had all they wanted, they ordered the two lifeboats to return to the submarine when they set two time fuse bombs under water abreast of numbers one and two holds and left the ship themselves. Shortly afterwards there were two explosions and the ship settled down by the head. Four or five minutes after the explosions the Coquet lifted her stern high in the air. Something hit the whistle lanyard, and with a pitiful scream the Coquet disappeared.

CALLOUS INDIFFERENCE. "While all this was happening, the commander of the submarine asked me many questions. Two lifeboats were near the submarine, and he was looking me in the face, and I pointed this out to the commander both of the lifeboats and the fact that the most likely been sprung alongside his awash deck. I told him it was nothing short of murder to send thirty men away like that in the middle of winter too, so far from land. He laughed and said he would save the next ship and send her to look for us. "The boats were alongside by this time and the Austrians searched them for anything valuable, taking sextants and charts and also every scrap of paper they could find. They would not let me keep even the account of the wages of the crew or any of my

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FIRST PHOTOGRAPH OF THE BATTLE OF VERDUN

ON THE EDGE OF VERDUN PLAIN, THE FRENCH ARTILLERY HAS PLAYED A PROMINENT PART IN STOPPING THE GERMAN ADVANCE. ONE OF THE GUNS THAT FIGURED IS SHOWN IN THE ABOVE PICTURE.

FORMER MANAGER OF BOW PARK FARM GETS SHARES PURCHASED FROM PARTNER ON APPROVAL OF OTTAWA

Summary of Dealings Between Mr. Otto Herold, Well Known Here, and His Partner, Mr. Buddin-- After Many Court Cases, and Secret Service Activity, Decision of Judges Finally Upheld, but Department of Justice Must be Kept Fully Informed.

The interesting case of Mr. Otto Herold, of Beamsville, against Mr. Buddin, has been finally settled after having passed through the courts at Toronto, Montreal and passed under the review of the Minister of Justice at Ottawa. There have been several references in the daily press to the case of Herold vs. Buddin and as a history of the same will make very interesting reading we give herewith a few facts in connection with it. Mr. Otto Herold, who lives about two and a half miles east of Beamsville, has been a citizen of Canada for about seven years, although he was born and lived a great part of his life in Germany. At one time he was manager of the Bow Park Farm here, and he also lived some time at Berlin, Ont. Nearly two years ago he met a Mr. Buddin, just arrived in Canada from Europe. Buddin stated that he was a man of large affairs, having control of the Sumatra Tobacco business, in Europe, and having warehouses and sales agencies in Amsterdam, Berlin, Vienna, St. Petersburg and Paris. Buddin was greatly taken up with Canada and desired to make large investments here and he asked Mr. Herold to go into partnership with him. At first Mr. Herold declined but later, after getting references he consented to form a partnership with Mr. Buddin. As a result of the partnership Mr. Buddin made some purchases of real estate and made arrangements to make other large purchases. However, before all of his deals were put through, war was declared and Mr. Buddin, feeling anxious about his investments in Europe, immediately sailed for Amsterdam. "Before doing so, however, he offered to sell out his interests to Mr. Herold and proper documents were drawn up and power of attorney given to a solicitor in Toronto, and certain shares of C.P.R. stock, which had been purchased by Buddin, were handed over to Herold in return for monies paid by Herold into the partnership. Shortly after war was declared the Dominion officers began to investigate and there were reports and rumors to the effect that Buddin was a German spy and the properties that he had purchased were searched and officers were even sent to the home of Mr. Herold, at Beamsville but in no case was anything found which would lead the officers to believe that either Buddin or Herold had been making any preparations to assist the enemy. In due time Mr. Herold sought to realize on his agreements from Buddin and demanded his C.P.R. shares which were held by the Toronto General Trust Company. This company refused to hand over the stocks on the claim that Buddin was an alien enemy and that his property in Canada was liable to confiscation. Herold then brought an action to recover possession of the stocks and a court in Toronto awarded him \$81,000 to be paid within a month. In the meantime information had been laid before Col. Sherwood of the Dominion Secret Service, to the effect that this money should not be paid over to Mr. Herold, as it really belonged to Buddin and would be sent to Germany to assist the enemy, and even if it did not belong to Buddin that Mr. Herold would send it to Germany in any event.

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TOWERMAN SAYS SIGNAL FAILED TO WORK; HE WAS NOT ASLEEP

Investigation Beginning in the N. Y. C. Wreck Yesterday-- Some Doubt as to Whether Telescoped Coach Was All Steel as Asserted by the Railway Officials--27 Bodies Recovered From the Debris.

By Special Wire to the Courier.

Cleveland, O., March 30--With twenty-seven bodies recovered from yesterday's wreck of three New York Central trains at Amherst, Ohio, attention to-day was focused on the under way by federal state and railroad authorities to determine responsibility for the wreck. Representatives of the Interstate Commerce Commission, the Utilities Commission of Ohio and various department heads of the New York Central were conducting investigations in Cleveland and at other points in the vicinity of the wreck.

Two men, at whom most of the questions were to be directed at to-day's investigation to be held in the offices of the division superintendent, were Engineer Harman Hess of the second section of train No. 96, and Towerman A. R. Ernest of Amherst. Engineer D. W. Leonard, of the first section of train No. 96, which pulled the "death car," asserts he stopped his train on a signal originating in Ernest's tower.

SAW NO SIGNAL

Engineer Hess declares he saw no signal when he brought his section booming along at a fifty mile an hour speed about three minutes before the wreck. Ernest is held culpable for not stopping his train on the signal. He denied that he saw any signal and was interrupted by loss of sleep. He asserted that he set the signal properly, but that it failed to work and that the accident ensued thereby.

SIGNAL DID NOT WORK

"While my wife was ill," said Ernest, "I got my regular sleep and went about my duties as usual. The signal simply failed to work. That is all." H. W. Belay, representing the Interstate Commerce Commission to-day, opened the federal investigation at a downtown hotel. He was joined here by George E. Ellis, an assistant, stationed at Pittsburgh, M. J. Heffernan and W. F. Packard, inspectors for the state utilities commission, began their formal investigation simultaneously.

TOWERMAN OR ENGINEER

Railroad officials to-day were still divided in opinion as to whether the blame should be placed upon the towerman who, it is alleged by some officials, was asleep and failed to give the proper signal, or upon the engineer, who they say it may be shown either failed to see the signal or exceeded his orders.

Of the more than forty persons injured in the wreck, several were said to be in a precarious condition early to-day and further fatalities were feared. Railroad officials say that only twenty-seven bodies have been recovered and that they regard it as extremely unlikely any more will be found. Unofficially, but what were regarded as reliable reports late yesterday, placed the number of dead at thirty. It is believed the actual number of dead may be a matter of uncertainty for some hours at least.

KYTE CHARGES

Sir Robert Borden Cancels New York Trip. Premier Has Recalled Sir Sam Hughes.

Ottawa, March 30--There was little interest in the House proceedings yesterday. Interest centred entirely in the lobbies, which were abuzz with gossip over the charges of George W. Kyle and their possible developments. Sir Robert Borden cancelled his New York engagement and will remain in the capital until the air is cleared. The premier was to have been the guest of honor of the New York Bar Association on Friday night, but decided, in view of the situation, to remain in Ottawa. It is understood also that he has cabled Major-Gen. Sir Sam Hughes for an explanation of the American fuse contracts from which Col. Allison, it is alleged, secured his rake-off.

GERMAN ATTACKS BEATEN BACK

Paris, March 30--Several German infantry attacks upon Avocourt wood, in an endeavor to retake lost positions made last night. The war reports of this afternoon says "these assaults failed. No further advances against Malancourt were attempted by the Germans."

CONTRACT LET FOR THE UNION STATION

It is announced that Schultz Bros. Company have secured the contract for the new Lake Erie & Northern Railway station, which will also be used jointly by the Hamilton and Brantford Electric road. The structure is of very handsome design, and will be built over the tracks at the south end of Lorne bridge. Wide stairs will lead to the platforms and the building will be of reinforced concrete and brick. There will be handsome waiting rooms, and all the appointments will be of the best. The contractors will start work as speedily as possible. The probable cost will be \$35,000 or \$40,000.

ASPHALT ROAD TO VALCARTIER FROM QUEBEC

Quebec Province Will Bear Most of the Cost of \$125,000.

Quebec, March 30--Following a conference held yesterday afternoon between Sir Lomer Gouin, premier of Quebec, Col. McBurn, and the Hon. Mr. Casgrain, provincial general, it was decided that an asphalt road will be built between the city of Quebec and the concentration camp at Valcartier. The heavy traffic of war auto trucks and all the other concentration paraphernalia, decided the authorities to build a road that will stand the test. The cost of the new road will be around three thousand dollars a mile and will mean the expenditure of some \$25,000, the larger part of which will be borne by the Quebec provincial roads department. The federal government offered little towards defraying the cost of the road while the various townships interested openly admitted their inability to shoulder their share of the burden. Work is to be started as soon as the snow melts and it is expected that the calculation of the length of the road at forty miles is taken from the fact that the asphalt is proposed to run from Quebec to Valcartier by way of Charlebourg and other Quebec county townships who will thereby benefit by the good roadway. The old highway going direct to Valcartier stretches over a course of some 25 miles.

COURIER'S DAILY CARTOON



SYMPATHETIC OLD LAIN: "Add do any of your friends visit you while you are here?" INTERNERD GERMAN: "No, Matam. Dey yas all here mit me." -London Mail.

THEATRE... Third Episode The Red Circle... COMING... Sarah Bernhardt... Wonderful Two Reel Photo Play "AT HOME"

Night Only... Tuesday April 4... First Time in Brantford... er PALS... TUNES... SURPRISES... N. MITT... ALFORD TO MISS... ELECTRICAL EFFECTS... \$1.00... STORE

theatre... 10c... WEDNESDAY... "Elaine"... THURSDAY... FROM THE "Sky"... FRIDAY... Interesting Features

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