

AMUSEMENTS

THEATRE

re Vaudeville and Pictures... ARRED BY MISTAKE... Comedy Variety Sketch... THE ALVOREZ... ty Revolving Ladder Act... CONDON & DOYLE... Singing and Dancing... Popular Photo Play... E MILLION DOLLAR MYSTERY... Coming—ZUDORA

Monial Theatre

Feature—Three Reels... ROSE WERE HAPPY DAYS... A. L. Christy, starring Eddie Lyons and Gloria Ford, Lu Morgan... THE MYSTERIES OF GRAYSON HALL... Reel Detective Drama, starring Fred Hearn and na Payne... EUROPEAN WAR... New Universal Feature... E COUNTLESS COUNT... Joker Comedy... HIS BIG CHANCE... Victor Comedy

Symphony Orchestra

Parties interested in the formation of a Symphony Orchestra will please meet at 8.15 o'clock, in the music room, when Mr. Sweetser, conductor of the concert orchestra, will please to have their assistance in the undertaking. Please bring your own.

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RECOVER FROM THE SHELLING

Scarboro Regains Its Usual Calm After the Bombardment

Graphic Story of the Attack by German Fleet.

[By Special Wire to the Courier] SCARBOROUGH, via London, Dec. 17, 8.15 a.m.—"The queen of English watering places" has recovered to-day from the unexpected bombardment, and the feeling is one of bitter anger at the town's helplessness when under the guns of the German squadron.

The first warning sound of distant firing, which attracted little attention, except from the military authorities, came at 5.30 in the morning. At 8 o'clock three German war craft, which the majority of witnesses agree were one battle cruiser and two lighter cruisers, loomed out of a heavy fog so close underneath the cliffs that they were unable to train their guns on the wireless station on the heights.

However, the big resort hotels on the esplanade and the old town offered tempting targets, and a rain of shrapnel and lyddite shells began to fall in this section, doing great damage to the hotels and destroying houses and shops in the poorer districts. A woman in one of these shops was literally blown to pieces.

One of the light cruisers seemed to be doing most of the firing. First she let go with her stern guns and then, manoeuvring further out, devoted her broadsides to the most conspicuous buildings on the higher ground. As the result of this bombardment three shells found a target in the Scarborough hospital, one tearing a chimney from the roof, another striking the nurses' quarters, and the third demolishing the ornamental facade above the entrance.

The wall of the old castle, which looks formidable, but which has been unaccounted for hundreds of years, was breached by an eight-inch shell. The gunners now got the correct range of the wireless station, but failed to injure it, most of the shells falling in an adjacent field, the part of which was completely plowed up by them.

Some of the better class of residents now began to suffer, one of the first being the home of Russell Rea, member of Parliament for the district. His life and that of his wife were saved by the fact that they had gone down for an early breakfast and were in the kitchen, the only part of the house untouched, the rest being a total wreck. At the same time a small house, occupied by a soldier, his wife, their child and nephew, was struck by an explosive shell, reducing the place to kindling wood and killing the whole family.

WINTER ON THE YSER—NOW THE COLD IS AFFECTING MEN OF BOTH ARMIES.



The despatches from the Yser country have told in detail the suffering of the soldiers of both the allied armies and the Germans. This scene represents the final phase of an encounter in which some Germans were captured, and no better pen picture of the conditions existing on the Yser could be drawn than this one, ably sketched by F. Matania, a special artist for this newspaper, the New York Herald and the London Sphere.

THE MENACE THAT FAILED—BRITISH FLEET STILL BLOCKADES THE KIEL CANAL EXITS TO THE OPEN SEA

THE RAID THAT FAILED

LONDON, December 17.—It has been known that the Kaiser and his advisers have been planning one great coup for the German navy. The bombardment of yesterday is looked upon only as a demonstration made particularly for the purpose of calling off the watch of the British warships from the ships that have been held at Wilhelmshaven and the Kiel Canal. With a navy force of British ships drawn down to the Yorkshire coast by the raid of yesterday it was believed that the way would be left open for a great German fleet—virtually all the big ships at the naval base—to make a dash for the open sea. And it has failed.

[By Special Wire to the Courier] YORK, Eng., via London, Dec. 17. Refugees from Scarborough were still arriving at York and Leeds at an early hour to-day, although the bombardment of Scarborough by German warships began at 8 o'clock yesterday morning and lasted but half an hour. Scarborough last evening had its streets filled with crowds, and even the moving picture houses were open, but all the people were discussing the attack in which five children, five women and seven men perished and thirty were wounded and over a hundred houses were hit.

The attack was so sudden that the people at first believed the cannonading came from target practice, but they were soon undeceived. The bombardment was divided into two sections of five minutes each, with an interval of five minutes between them. One battleship and two cruisers did the firing, steaming northward after the bombardment. Not a shot was fired in reply by the city. Among the dramatic incidents was that in which one family of four was wiped out. The father died in a hospital, but his wife, son and nephew were killed outright. The home of the Right Hon. Russell Lee, member of parliament for the district, was blown up but the family escaped. A shell blew the chimney and part of the roof off the hospital. The patients were unharmed, although they were thrown into a panic. The shells were all explosive. A hotel, a church and many houses were hit.

The same ships which shelled Scarborough, bombarded Whitby later, an action which seemed to be the result of an after thought. During the bombardment of Scarborough there was great excitement, but calm soon prevailed again. The inhabitants likened the bombardment to a terrific thunderstorm, it appearing as though the Germans intended

ENGLAND'S HEART IS STIRRED

Naval Raid of the Germans is Entire Topic of Discussion.

May They Come and Come Until it is Once too Often

[By Special Wire to the Courier] LONDON, Dec. 17.—The crippling of a telephone and telegraph wires by the bombardment yesterday of three spots on the east coast of England by German cruisers, together with the precautions thrown about these towns by the police and the military authorities, made it impossible even to-day more than 24 hours after the shelling of Scarborough, the Hartlepool and Whitby, to obtain more than an approximate estimate of the civilian dead and wounded.

According to an official statement given out to-day, a total of 55 persons met their death in the Hartlepool, while 115 were wounded. At Scarborough 17 dead and 30 wounded were the toll. Both official and unofficial estimates placed the Whitby casualties at two dead and a wounded. Of the Hartlepool casualties, 7 of the dead were soldiers, while of the wounded, 14 men belonged to the military. The maximum of wounded is close on to 150 wounded. This does not include the slightly wounded civilians, who bandaged their own hurts and left the town on the first train.

Bristling with wrath and resentment at this attack on unfortified towns, England is said to-day to never before since war was declared. Another raid is confidently expected, and the entire machinery of home defence has been put in motion. On the east and the southeast coast of England, emergency committees are at work, while in London plans to organize a national guard of men too old for military service, are under way. Although to the British mind, a raid off London seems remote, yet today's episode drove home the realities of war as nothing else could. Arrangements have been made at Deal and Dover to expedite the removal of the civilian population in case of an attack. These measures are primarily to forestall any panic or congestion on the railroads and thoroughfares which might impede military movements.

Through wireless telegraphy Berlin promptly heard of the outcome of this visit of German cruisers to the English coast, and this morning a wireless message from the German capital, picked up here, repeated details of the attack as given by British newspapers yesterday. Nothing has been added from German official sources.

Steaming along at high speed, the German raiders, barring mishap, should have reached the advance naval base off Heligoland some time after midnight last night, their trip requiring about fifteen hours. Thirty hours out of port on such a venture in mine laden waters is a feat English ships do not believe, and in his heart very Englishmen hope that it will be essayed again, and if necessary again until the call is paid once too often.

It is presumed that behind the German cruisers is now out-sailed a fleet of trawlers is now out-sailed in the precarious task of sweeping the towns attacked yesterday had resumed much of their normal appearance by to-day except in the beleaguered homes and in the hospitals, where the wounded were quarantined. Everywhere the sound of hammering was heard as the damage was repaired.

The belief is general that the Germans in this expedition had the able assistance of spies. The remarkable secrecy with which the raid was executed is shown by the fact that not a single incoming vessel at any east coast port saw the German ships prior to their sudden appearance.

NEW STREET CARS TO-DAY MARK NEW ERA FOR THE CITY

This afternoon, upon the invitation of the members of "Brantford's Municipal Railway Commission"—Messrs. C. H. Hartman, A. K. Bunnell and W. R. Turnbull—a number of citizens from Paris, Galt and Brantford, are their guests for the purpose of initiating the new city cars. It is a long cry from the single horse cars of 1886, when such a system of public conveyance was first inaugurated in this community, and the present day. Twenty eight years have passed since that then memorable event and very few are alive to-day of those who took a ride on the first car.

The desire for some such means of transportation, had long been in existence. The place had then reached a population of 12,187 and as bicycles were not in vogue, it was a case of shanks mare for the vast majority to reach any section of the city. As early as 1879 a "Brantford Street Railway" company was incorporated, with the following well known names upon the charter, all of whom are deceased: Alfred Watts, Humphrey, Davis, H. McK. Wilson, Robert T. Sutton, A. D. Clement, E. Brophy, J. Robinson and Alexander Fair. It was not until 1886, however, that any definite move was made after Mr. C. W. Bowtell of Fort Edward, N. Y., and Mr. H. Plack of Cornwall, Ontario, opened negotiations for the charter. The right from the city was immediately obtained and the road was formally opened to the public. Mr. C. B. Heyd was Mayor at the time. There were only four cars for a starter and they had a pesky habit of getting off the track at more or less frequent intervals—generally

BRITISH LION RIGHT WITH US

Mr. W. F. Cockshutt, M.P., received word from the Public Works Department at Ottawa to-day that it had been decided to grant his request for a pair of lions to be placed at the main entrance of the new public building facing Dalhousie street near the fire hall.

Mr. Hamilton McCarthy, sculptor of the monument to Brantford's fallen heroes in the Boer war, has secured the contract. The animals will be of bronze and will cost in the neighborhood of \$2,800 to \$3,000.

Although there were some excitement in the town, the attack was soon

ONLY 6 MORE SHOPPING DAYS BEFORE CHRISTMAS GRANDMA SEZ

Too often Santy never enters when he finds the wolf at the door.