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HOT SESSION OF DOMINION RAILWAY BOARD HERE TO-DAY

An Array of Counsel Present, and Enough Railway Maps To Pave Colborne Street—Chairman Drayton Announces that Private Interests will be Considered First—Some Hot Clashes Between Opposing Counsel.

The Court House was the scene to-day of a crowd of deeply interested and, in some cases, excited people. Lawyers and representatives of railroad interests, and civic interests, and private interests, and engineers and sub-engineers, crowded round Chairman Drayton and his two associates, until they looked as if they were the centre of a suffragette attack, although the demonstrators were not dressed after that manner. As for maps and profiles, there were enough of them on hand to pave Colborne street, and then the Appian way.

Chairman Drayton knows his business; no doubt about that. He looked more than once as if he was the centre of a Montenegrin assault, but remained calm and incisive throughout. Many interesting statements, both for and against the proposed route, were adduced.

There was quite a large crowd in attendance at the Court House this morning when members of the Railway Board opened an enquiry with reference to the proposed route of the Lake Erie and Northern Railway to Galt, under Lower Bridge, in front of Jubilee Terrace, the golf links and private properties fronting on the river.

The Commissioners, three in number, arrived at 10.30. They consisted of Mr. Drayton, president, Darcy Scott and Goodvee.

Among those on hand were Mr. Coleman, General Manager of the Dominion Power and Transmission Company; Mr. Griffith, Superintendent of the Brantford and Hamilton Road; Mr. A. T. Duncan, manager of the Western Counties, Brantford.

Mr. E. L. Gould, Mr. George Matthews of the Parks Board, Mr. R. G. O. Thomson and Mr. Graham Stratford, representing the Glenhurst and Idleywell estates. Mr. W. T. Henderson, City Solicitor.

Mayor Hartman, Ald. Suddaby, Chairman of the Board of Works, Ald. Nelson, Mr. Westbrook, M.P.P., Executive Anderson, City Engineer, James A. E. Watts, W. P. Kellett, et al.

Mr. Drayton first enquired of the two private interests, and quickly he is certainly showing it in his eyes.

He speedily got down to business and called for the names of those representing various interests. These were the parties:

Mr. Brewster for the Lake Erie and Northern.

Mr. Stockdale, receiver of the Grand River Valley Railway. Mr. Chisholm, Solicitor.

Mr. Soule representing the Toronto, Hamilton and Buffalo Railway.

Mr. Smoke, representing Paris, and South Dumfries.

Mr. Coleman and Mr. Temple representing the St. Catharines Railway.

Mr. Watts representing Brantford Township.

Lorne Bridge. City Solicitor Henderson objected to the raising of Lorne Bridge on the ground that it would endanger the structure, also to the proposed running of the line in front of Jubilee Terrace and further along the river front for three quarters of a mile. He would like to have the Commission visit the scene.

The Chairman—"We intend to personally inspect the entire situation. Again referring to Jubilee Terrace, Mr. Henderson said it was a public breathing spot much frequented, and having a walk and road highway. The proposed railway was to be built on that highway. It had been the most used public promenade for over ten years. There was objection to (1) building a railway on a highway and (2) that even if there were no highway and simply a park, that the same should not be destroyed in the public interest, and also because the Terrace was to form part of a general park and drive scheme by the Park Commissioners.

Mr. Brewster—"We don't interfere with the Terrace." Mr. Kellett stated that the entire proposal was to go in front of the Terrace.

Mr. Brewster—"And we will give a better boat house."

Mr. Henderson—"We object to a highway between Jubilee Terrace and

our river front, and also between private residential grounds and the river front for a very long distance. In addition, the company were proposing to do some work which would undoubtedly change the course of the river, with what results no man can tell. It had been said that this was to be an electric road, but now there was talk of steam. He conceded that no power was named in the charter.

The Chairman—"If electricity was decided, would that suit?"

Mr. Henderson—"It would avoid smoke and dust on Jubilee Terrace, of course, but then there would be the objection of cutting off the river front."

Mr. Brewster said that the road under discussion had been clamored for during many years. It had finally reached tangible shape, and a by-law was submitted to the ratepayers for the purchase of \$125,000 worth of mortgage bonds. The vote was almost unanimous, viz. 1,541 for, 261 against. The entire proposed route had been published before the vote was taken. Simcoe, Paris, Galt and Port Dover had each purchased similar bonds to the extent of \$25,000 each. Another thing was that the bonds were already sold.

The Chairman—"Anybody here from the Holmedale?"

Mr. Watson, President of the Watson Mills—"Yes, I am. Our firm were induced to locate there by the city on the promise of switch connection, and we haven't got it. We have filled our end of the bargain by employing 400 hands, and this line as projected would fill the obligation entered into by the city."

Mr. Brewster—"And in addition to Watson's, there is the Slingsby Mill employing some 250 people, and the Waterworks."

The Chairman—"What have you to say to that, Mr. Henderson?"

Mr. Henderson—"We have the promise of a Grand Trunk switch."

Mr. Brewster—"The city has refused to give a route for that."

Mr. Henderson—"That's the most extraordinary statement I have ever heard."

Mr. Brewster—"It's true, and I can prove it absolutely."

Mr. Jones then took the stand and explained in detail his alternate proposal.

Mr. Kellett and he had quite a lively argument on several points for a lengthy period.

Mr. Henderson, City Solicitor, also indulged in a cross-examination of Mr. Kellett.

Township Properties. These were next up.

The first name called was that of Mr. Thomas Woodbury, who stated that he had recently sold his property and that the purchasers would like to have the line.

Mr. Thomson, of Toronto, son-in-law of Mr. Joseph Stratford, objected to the line going through back of the Glenhurst and Idleywell properties.

Mr. Van Westrum of Langley Park filed his protest.

Objection was filed on behalf of Lt. Col. Muir and Mr. Schultz, who have private residences near the golf links. They evidently liked roads. (Laughter.)

Mr. Hewitt again spoke, this time on behalf of the golf club. There would be great damage.

Mr. Brewster said that two holes would be affected. In any event the golf club property was becoming so valuable for residential purposes that in the not distant future it could very profitably be sold for such and some other location decided upon.

Mr. Watt on behalf of Brantford Township, objected in general to the manner in which roads were crossed and highways displaced. He still held the floor when an adjournment took place for lunch.

At It Again! LONDON, April 7.—Militant suffragette incendiaries set fire to and destroyed a large modern mansion in the suburbs of Norwich on Sunday evening. The house was not occupied at the time. The perpetrators of the outrage escaped.

1100 Men Will Get Jobs on New Railway

Secord & Son, who have the contract for all the concrete work in connection with the Lake Erie & Northern Railway, expect to employ 200 men. The moment the route finally is settled, contractors will put some 900 men at work, making a total of 1,100 in all. Then there will be in addition contractors, sub-contractors, engineers, foremen, clerks of work, and so on. This, together with the large number of men to be employed on the new public building, should make Brantford still further boom, all right.

It might be mentioned that it is the intention to build the road simultaneously in sections, so that it will be all completed at the same time, from Port Dover, via Brantford, to Galt. The total outlay will be enormous, as the plans call for the best construction and equipment that money can buy.

NO EUROPEAN WAR SAYS GERMAN CHANCELLOR

But He Calls Upon His Country To Be Prepared Against Warlike Attitude of French and Russian People—Britain Is Peace Maker.

(Canadian Press Despatch)

BERLIN, April 7.—Dr. Von Bethmann-Hollweg, the imperial chancellor, while submitting the government bills increasing the army and introducing new forms of taxation in the imperial parliament to-day, delivered a striking speech whose keynote was "a European conflagration in all probability will not occur, but if outside forces should threaten us, Germany must stand ready with her last man."

The good intentions of the French and Russian Governments were questioned, declared the Chancellor, but Germany must reckon with the great force of modern public opinion which in the form of French warlike patriotism and Russian pan-slavism, threatened the peace of the world against the wishes of the great masses of both peoples.

It was noteworthy that in the chancellor's speech Great Britain was referred to as a pacific factor. Dr. Von Bethmann-Hollweg, although indicating by his manner that he had little belief in the practicability of the suggestion made by Winston Spencer Churchill, the first Lord of the British Admiralty, for a year's naval holiday, said Germany was willing to consider concrete proposals from the British Government.

The imperial chancellor opened his speech by pointing out that the strength of the army had not kept pace with the growth of the German nation and asked:

"Could Germany allow itself the luxury of dispensing with tens of thousands of trained soldiers?"

He conditions of Europe, he said, have been radically changed by the Balkan war which had substituted for the passive European Turkey other states of feverish placidity. "They were," he continued, factors

of progress indeed, but should a great European conflagration between Germanism and pan-slavism come this change would alter the balance in Germany's disfavour. This however, he said, "Does not alter the case that I considered this conflict probably avoidable."

The chancellor declared he had made special efforts since assuming office to cultivate good relations with Russia and believed the Russian ruler and Russian ministers reciprocated, but the events of the year had greatly strengthened the pan-slavic current in Russia which was a danger for peace.

Germany, the chancellor added, had been working to mitigate the Austro-Russian tension, but should war break out the German Empire would unhesitatingly fight beside her ally.

The Chancellor then reiterated Prince Bismarck's saying: "If the French wait for us to attack them they will wait forever" and concluded that there was every reason to believe that the present French Government wished to live in peace with Germany and that the French masses wished it too, but the warlike party in France counted on the superiority of the French army, on the belief that German cannon and military instructions had been tried and found wanting by Turkey on the Russian Alliance and perhaps on British assistance while Germany could not ignore the aspirations of such French and pan-slavic circles.

General Von Heringer, Minister of War, spoke briefly and without giving details of the military measures which will be communicated in conference to the committees of the imperial parliament.

Hugo Hasse, a Socialist member, made a lengthy attack on the military bills, declaring there was no necessity for additional militarism.

BIG VAUDEVILLE HOUSE IS PLANNED HERE NOW

Another theatrical deal is talked of for Brantford, with a location on Colborne street between Market and Queen streets, on the north side. It is said an option of \$60,000 has been taken on the stores involved in the deal. Two prominent financial men of Toronto are in the city this evening, and it is believed that their visit will have something to do with the rumored transaction. High-class vaudeville is talked of.

Buffalo Has Serious Street Railway Strike

(Canadian Press Despatch) BUFFALO, April 7.—Following a complete tie-up of over seven hours the International Railway to-day restored a partial service on the principal city and interurban car lines, and it was announced that a determined effort would be made to break the strike of motormen and conductors declared on Sunday morning. Lockport and Niagara Falls cars were put away on schedule time and it was stated that the service to all nearby towns would be unimpaired.

Large details of police were stationed at the six car barns of the company in the city and all cars started out early to-day with motormen and icemen on board. Cold weather and snow storm discouraged the gathering of crowds in the early morning and the police had little difficulty in any section of the city.

No effort was made to run cross town lines where the most serious demonstrations occurred last night. Thousands of people uncertain of what street car service to expect walked down town to work or paid fancy prices for the privilege of riding in motor trucks and carry-alls. (Continued on Page 4)

SAD INTELLIGENCE

The sad news reached Brantford by cable this morning of the death at Southsea, England, of Mrs. Wm. Blackmore, mother of Mrs. Lloyd Harris of this city. The heartfelt sympathy of Mrs. Harris' many friends goes out to her in her great bereavement. She and Miss Bertha Blackmore are leaving to-morrow for New York en route to England, sailing on Wednesday, the 10th. Mr. Harris accompanying them as far as New York.

THE PROBS TORONTO, April 7.—A pronounced cool wave extends from the Great Lakes to the Maritime Provinces, while a depression is situated in the Southwest States. Fair, cool weather prevails in Canada.

FORECASTS Fair and cool. Tuesday—Strong winds and gales, easterly, becoming unsettled, with sleet or rain.

DEMOCRATS ANNOUNCE A DOWNWARD TARIFF

Taxes on Food Stuffs and Other Necessities Reduced By Wilson Administration—Canada Undoubtedly Stands To Gain By The Reductions Which Are Announced.

(Canadian Press Despatch)

WASHINGTON, April 7.—Removal of all tariff from many articles of food and clothing, broad reductions in the rates of duty on raw materials of life, an increase of tariff on many luxuries, and a new income tax that would touch the pocket of every American citizen whose net income exceeds \$4,000, are the striking features of the new Democrat tariff revision bill presented to-day to the House.

Sugar would be free of duty in 1916, the bill proposing an immediate 25 per cent. reduction and the removal of the remaining duty in 1916. Raw wool per cent. reduction and the removal of would be made free at once, with a correspondingly heavy reduction in the tariff on all woolen goods. All these other articles are put on the free list, namely:

The Free List. Meats, flour, bread, boots and shoes, lumber, coal, harness, saddlery, iron ore, milk and cream, potatoes, salt, swine, corn, cornmeal, cotton bagging, agricultural implements, leather, wood pulp, Bibles, printing paper not worth more than 2 1/2 cents per pound, typewriters, sewing machines, typewriters, fence wire, cotton ties, nails, sheeting, tin cans, cash registers, steel hoop and band iron, fish, sulphur, soda, tanning materials, acetic and sulphuric acids, borax, lumber products, including broom handles, clapboards, hubs for wheels, posts, laths, pickets, staves, shingles.

These Are Taxed. These principal items are taken from the free list and taxed: Rough and uncut diamonds and precious stones, furs, coal tar products, 10 per cent. volatile oils, 20 per cent; spices, from one-cent to two cents per pound.

Chairman Underwood of the ways and means committee, in his statement accompanying the new tariff bill, gave the following comparative table (Continued on Page 3)

Lorne Bridge Weak Says Expert Engineer

It Needs to Be Watched Constantly and Is Liable To Collapse During Any Storm.

During the course of the Railway enquiry to-day, Mr. Brewster, in connection with Lorne bridge, said that the Lake Erie & Northern Railway, had at much expense had a report presented by Robert W. Hunt and Company, expert engineers, of Pittsburg. He would file the same. The following are extracts—

Our examination of the bridge shows that the design is an excellent state of preservation, with the possible exception of the shoes and rollers, which were covered with dirt and no doubt corroded badly. The bridge is of wrought iron and in many respects is of very good design with the exception of the bracing, considering the time of its construction.

The greatest fault we can find in the structure concerns the bracing. This is evidenced not only from an examination of the design, but also from the way the bridge shakes when even a light load passes over it. A perceptible sidewise motion is felt when a wagon passes over the bridge. The lateral bracing of the bridge is far from being good or efficient.

Another fault lies in the use of slender compression members. The end posts of the short spans, and the intermediate posts of the long span have a slenderness that would not be allowed in a modern bridge. The factor of safety in some of these members is less than two.

The fault concerning the bracing of the bridge can be overcome by introducing a complete new system of bracing. The present system is essentially wrong, as the rods attach to swinging floorbeams. A complete new system of bottom laterals could be riveted to the present floorbeams and the shoes. This would add greatly to the rigidity of the bridge. The fault in the compression members is

one that could not very well be remedied. The poor bracing of this bridge is an ever present menace, especially in case of a severe storm. The fault in the compression members means that the bridge should be watched to see that it is not loaded to excess.

We could not get under the roadway floor to examine the joints, if these are not in a first class state of preservation, of course they should be renewed. Our report assumes that they are in good condition.

The bridge is good for an indefinite period for ordinary wagon traffic, if the traffic is regulated, and if no unusual storm strikes it. Traffic should be at a slow rate and unusual crowding should not be permitted.

If the floor joints are perfectly good (it would require a large portion of the floor to be torn up to determine this) a heavy load, such as a road roller, or traction engine, could safely pass over the bridge.

Raising the ends of these spans and altering the grain, as suggested in your plan, will not change the carrying capacity of the structure. We trust that the foregoing will give you an accurate idea of the strength of this bridge. It is what we would class as a weak bridge. Reinforcement in the way of a new lateral system would make it much better and more reliable, but would not make a first class structure of it. The weakness is not due to wear or age, but is inherent in the design. It might last for thirty years longer, as it has now lasted something like 33 years. There is no imperative need of its being torn down at once, but it will always need to be carefully guarded. It should not be converted into a trolley bridge.

Yours very truly, ROBERT W. HUNT & CO. (Sd.) Edward Godfrey, Engineer.

Paris News

Death of William A. Baker Other Notes of Town

PARIS, April 7.—The death occurred at 2 a.m. yesterday of William A. Baker, one of the leading residents and best known men of Paris Junction. For many years he had been postmaster and conducted a general store at Paris Station. Death took place as a happy release to suffering after a lingering illness. He leaves a widow and young daughter to mourn his loss. The funeral will take place at 3 p.m. to-morrow from his late residence, Capron street, to Paris Cemetery.

Mr. Bradley has purchased the equipment of the molding shop at the International Harvester Works and is moving it to the building erected by Roussel Bros. as a molding shop. He will do custom molding.

A pretty event occurred on Saturday afternoon at the residence of Mr. Henry Brown, near the G.T.R. station, when a double wedding took place. Rev. C. C. Purton was the officiating clergyman, and united in marriage Mr. Thomas Henry Brown and Miss Alice Louisa Kempton; also Mr. Benjamin Sales and Miss Clara Brown. A large number of friends

and relatives were present. Both the young couples will continue to reside in Paris, and will be at home to their many friends, all of whom wish them much happiness.

The scarcity of men has never been so apparent as early in the season in Paris as this year. Practically all the manufacturing establishments are wanting men and offering good wages with steady employment.

The Mr. Acres who submitted the Government's report on storage dams for the Grand River is an old Paris boy, being a son of Mr. J. W. Acres, for so many years principal of Paris High School.

Geo. Benwell Doing Well Mr. George Benwell, who formerly owned the Benwell House, but who sold out and went to Nelson, B.C., writes a Brantford friend that he is spending \$27,000 on an addition to his hotel there, and that this will give him 140 bedrooms. The hilly surroundings of Nelson do not permit of motors, so that the people resort to motor boats on the nearby water. Mr. Benwell says that there are some 500 of these.