

POSTAGE PAID

# BRANTFORD DAILY COURIER

BRANTFORD, CANADA, TUESDAY, NOVEMBER 25, 1913

ONE CENT

FORTY-FOURTH YEAR

## BRANTFORD HAS JUMP ON RAILWAY

### Street Railway Did Not Pay Taxes-- City Could Tie Cars Up in an Hour -- Decision is to Wait For Appeal Case and Then Make Move.

The Street Railway situation in Brantford to-day is as interesting as a melodrama in the last hour of act when the hero is about to slay the villain.

THE STREET RAILWAY COMPANY HAS NOT PAID ITS LAST YEAR'S TAXES, AMOUNTING TO ABOUT \$7500.

The situation is unique. The City of Brantford has in its possession a High Court order to seize cars, barns, offices, fare-boxes, or anything it pleases, as a distraint for the taxes owing. The Company yesterday failed to come across with the money. It was not paid into court at Toronto. Hence, by the order issued by Justice R. M. Meredith on Friday last, the city can reach over and take what it wants for the taxes owing. In other words, they could tie up the city street car service so tight that everybody in Brantford to-night would walk. The city, by the default of the Company yesterday, had the power this morning when the legal day of Tuesday, November 25, opened up.

Failing to pay the required money into court, and having previously failed to pay the money into the Tax Collector's office, as ordinary taxpayers do, the head officials of the Street Railway Company decided on a letter-writing campaign. Instead of paying, a letter was addressed to City Solicitor Henderson, the purport of which was: "Distrain for taxes at your peril. Seize if you dare, and at your own risk."

This rather startling information was handed out this morning by City Solicitor Henderson, who smiled as he handed it out. "I am quite willing," said Mr. Henderson, "to be threatened, and the order of the High Court of Ontario is held in defiance. That is all I live to say." And when the reporter last saw Mr. Henderson he was still smiling.

However, the street railway melodrama is not complete. Only a portion of the plot has as yet been unfolded. It is a serious matter this killing of the villain. It cannot be done in cold-blooded fashion. It has previously been remarked that there is no lynch law in Brantford. Accordingly, the process of the law must be called in, and here is how the legality of things stands at present:

The Street Railway Company at present has an appeal entered against the decision of Judge Meredith in the action of Brantford for the forfeiture of the street railway franchise. The appeal will be heard in a very short time—perhaps a week, perhaps less, but any way, within ten days. Between now and the time of appeal the city can seize for taxes. If the appeal fails, the city can still seize. If the appeal is successful, the city cannot seize, and the city will be in a hole.

At the present time the Company is in a hole, and must win its appeal. In the meantime, if it would serve any purpose whatsoever, every street car in Brantford could be tied up and allowed to accumulate another extra coat of rust.

In the event of the Railway Company (interrogation mark) should follow the word "Railway" losing its appeal, Brantford will receive back its 50-year franchise and will still have power to seize conductors' brass buttons, cars, etc., in distraint of taxes. That situation, after years of see-saw, is almost beyond the imagination of a long-suffering public, but it is a possibility. If it were not a contempt of court, it might be said to be a probability. But the matter is still before the courts, although the time is short.

If the city seized, what then? It would probably mean that the city would appoint its own receiver and conduct the road itself.

The situation at present is a tense one. City Solicitor Henderson will go to Toronto to-morrow and will enquire when the appeal case is to be heard. The municipal authorities are extremely hopeful that the street railway situation in Brantford will be speedily settled.

(Continued on Page 4)

## WORRIED OVER LORNE BRIDGE, CITY COUNCIL TO BE CAUTIOUS

### If the Structure Should Crash Through it Would be a Calamity for Holiday Season Trade—City Has Control of the Situation.

The municipal authorities are worrying about the engineering feat of raising Lorne bridge. Some concern was expressed at the city council meeting last night as to the likelihood of an accident at the bridge, which would cut off all access to the city from that direction. It was sort of a calamity discussion, and there was no alderman in this instance who stood hands up for the railway. The upshot of the matter was that neither Colborne street or the bridge will be touched until the city has approved of all the plans. This is one matter apparently where the city has it on the Dominion Railway Board. When it comes to streets apparently there must be the formality of a plan followed by approval by the municipal authorities.

Ald. Ryerson and Ald. McFarland were sponsors for a motion that nothing should be done towards the raising of Lorne bridge until after the New Year. Ald. Ryerson said that if anything should happen to the bridge, it would be a serious thing for trade.

Ald. Hollinrake—How can you stop the contract? Ald. McFarland said there was more business in Brantford in De-

## TO-DAY ANDREW CARNEGIE IS SEVENTY-EIGHT YEARS OLD



MR. ANDREW CARNEGIE

Seventy-eight years ago, November 25, 1835, Andrew Carnegie was born at Dumfermline, Fife, Scotland. In 1848 he emigrated with his family to America, locating at Pittsburgh, Pa., where he learned telegraphy. He earned the nucleus of his great fortune in organizing the Woodruff Sleeping Car Company. Following the civil war he began the development of the iron and steel industries of Pittsburgh. Upon the merging of the Carnegie Steel Company with the United States Steel Corporation in 1901, he retired from business to devote his time and means to educational and philanthropic work.



Exterior of house in which Andrew Carnegie was born.



ANDREW CARNEGIE'S NEW YORK HOME.

## BIG STRIKE IS NOW IN EFFECT

### Several Thousand Men Walk Out of Electrical Plant Today.

(Canadian Press Despatch) SCHENECTADY, N. Y., Nov. 23.—Several thousand employees of the General Electric Company struck this morning shortly after 8 o'clock. The men and women walked out while a conference was in progress between General Manager Emmons, Superintendent Smith and union officials. Mr. Emmons at 10 o'clock estimated that between 5,000 and 7,000 employees had left the plant. There was no disorder among the striking employees. After walking out of the plant, they assembled in front of the general offices, and a grievance committee entered. The employees stood about for a short time and then marched to the centre of the city and dispersed. Most of them went to their homes immediately. A few meetings were scheduled for later in the day. About 10,000 workers still were at the plant when the strikers left the plant. It was said that none of them was a member of a union. The plant is run on the open shop plan.

## A Hot Fight East Middlesex is Proving a Great Stamping Ground.

(Canadian Press Despatch) LONDON, Nov. 25.—Polling in the East Middlesex bye-election takes place on Thursday and the campaign is at its height. Meetings in the interests of Mr. John Laidlaw, the Liberal-temperance candidate, are being held at the rate of two and three a day and the supporters of the nominee claim there are strong indications that he will carry the riding. The Conservatives express themselves as confident of electing their candidate, Mr. John McFarlane. Big rallies by both sides were held in the city last night. Liberal Leader Rowell, Mayor Carter of Guelph, Mr. Geo. Gibbons and Mr. Laidlaw addressed a big audience at the Hyman Hall, while Hon. Adam Beck, and Mr. F. Glass, the recently elected member from East Middlesex in the Commons, addressed a Conservative gathering. The Conservatives are far from ignoring the temperance issue devoting their campaign largely to praise of the Whitney government legislation and asking support because of this. The Liberals and the temperance people are sticking to the one issue "Abolish the Bar" and charge their opponents with deliberate evasion of the subject.

## A VERY IMPORTANT MOVE

### Greater Brantford Board Secures Farmers' Binder Twine Plant -- New Industry Coming.

A deal of much importance is announced to-day in connection with the plans of the Greater Brantford Board to bring new industries to this city. Some time ago an option was secured on the property of the Farmers' Binder Twine Company by the board, and it is understood the option has been taken up. The board simply secured the property with a view of turning it over to a prospective new industry for Brantford, and it is announced the plans have succeeded. The industry in question is an American concern, and is necessarily on a large scale. While negotiations are well advanced, it is too early to make an announcement as to the nature of the concern. At any rate, its coming to Brantford will mean the employment of a large number of hands.

## Was Expert Airman

### French Aviator Killed To-day -- Crushed Under Motor.

(Canadian Press Despatch) BUC, France, Nov. 25.—Edmond Perreyon, one of the best known aviators of France was killed to-day when his monoplane capsized while he was flying a very low altitude over the aerodrome here. The airman was crushed to death beneath the motor. Perreyon, who had held his flying certificate since December, 1910, was the creator of several altitude records. While flying alone at Buc on March 19, 1905, he attained a height of 19,655 feet. In June he ascended with a passenger at Buc to an altitude of 19,950 feet. In June he ascended with month at Vienna made a record high flight of 15,480 feet with two passengers.

## Second Body From the Hydrus Found Near Southampton This Morning.

(Canadian Press Despatch) SOUTHAMPTON Ont., Nov. 25.—The second body from the Hydrus was found on the beach here this morning. A Hydrus lifebelt was attached to the body, which was well clothed and in a good state of preservation. Captain Bowen hasn't any positive identification for the body, but it looks to be that of Roy Somerville of Detroit, who was a waiter on the Hydrus. The lake is calm to-day after the roughness of the past two days, and anything that would likely come from the wrecked boats should be found along the shore now. A diligent search is being made.

Gen. Bramwell Booth of the Salvation Army is willing to amalgamate with the Volunteers of America.

## FOUR MILLION BEING ASKED

### New York Having a Whirlwind Campaign for the Y.M.C.A.

(NEW YORK, Nov. 25)—The whirlwind campaign for \$4,000,000 building fund for the Young Women's and Young Men's Christian Associations of this city will end at midnight to-night and if successful it is declared it will be a new record in such an enterprise. It is just two weeks ago that the campaign started. When the collectors went to their last day's work to-day, the big public clocks on which they register their progress showed a total of \$3,427,247, leaving more than \$500,000 to be raised to-day if the object of the campaign is to be achieved.

## WAS BLEED TO DEATH

### YOUNGSTOWN, O., Nov. 25.—Prom cuts sustained when he was thrown through the glass window of an automobile last night, Henry Van Doon, a chauffeur, bled to death before medical aid could be obtained. James Fushel, who was with Van Loon when the car struck a pole, was seriously hurt.

## EARLY CLOSING BY-LAW WILL BE PUT THROUGH

### City Solicitor Henderson Points Out the Legal Technicalities Which Must Be Observed—Any Class of Merchants Can Act.

If three-quarters of those merchants engaged in any class of trade in this city desire to have an early closing by-law the same can be secured by a petition to the City Council and it is possible under the new act to have a perfectly legal by-law. This was the substance of a letter addressed by the City Solicitor Henderson to Alderman Spence, chairman of the Finance committee at the City Council meeting last night. The opinion of the City Solicitor was given following a petition from the retail shoe merchants of the city for an early closing by-law. The finance committee knowing that such by-laws had been upset in Toronto and Ottawa wondered the reason why and secured from the solicitor the explanation. In other cities some technical objections were shown in the courts either as to the validity of the signatures attached or to the manner of the passing of the by-law. But in spite of these technicalities a by-law could be framed as laid down in the act which would both become effective and lawyer proof. Mr. Henderson said it was necessary to secure signatures to the petition of three-quarters of the merchants engaged in any class of trade. There must also be evidence as to the

## G.T.R. FLYER IS WRECKED

### Passengers Get Shaking-up When Train No. 16 is Derailed.

### BROKEN FLANGE OR RAIL NEAR WINDSOR

(Canadian Press Despatch) CHATHAM, Nov. 25.—The Grand Trunk Eastern Flyer, Detroit to Toronto, was wrecked at 4:40 this afternoon between Puce and Belle River, about 15 miles out of Windsor. No. 16 was behind time at Windsor, which is quite unusual, and is reported to have been making between 60 and 70 miles an hour. Most of the cars remained upright, and to this can be ascribed the fact that none of the passengers or crew are reported seriously injured. All suffered a good shaking up, and many were severely bruised.

Spread Rail the Cause A spread rail or broken flange is claimed for the derailment, although the cause is not yet officially stated. This train carries two or three day coaches, a diner and pullman, with baggage and express car, and all were thrown from the track. The locomotive remained on the rails with the tender, but the first passenger car broke away from the others and rolled 150 feet. The remainder of the coaches remained on their tracks.

Ties are torn up for a considerable distance and both east and westbound tracks were blocked. Wrecking crews were sent from London, Hamilton and Windsor and expected to clear the right-of-way about midnight.

Conductor Ed. Higgins was passing through the chair car when the crash came and was thrown against a seat. His forehead, cheek and knuckles are cut. No. 11, a local due here from London at 4:08, proceeded to the wreck, returned to Chatham with the passengers from the flyer at 6:30, and came into London about 10:30.

Panic in Coaches There was a panic in the coaches when the train left the tracks, and one car after another bumped along over the ties. That several were not killed outright is considered remarkable.

No. 16 is due to leave Windsor at 4:20, and when she pulled out this afternoon a few minutes late, with engine 230, the usual locomotive for this haul, the 60 passengers aboard noticed nothing unusual in the speed until near Puce, when first the baggage car and then the following coaches left the rails in quick succession. One lady passenger was cut by broken glass.

Mr. Harry F. Greely, of Detroit, was a passenger on the Grand Trunk flyer when it did a little unscheduled flying near Belle River. "It was an exciting experience," he told a reporter at the Grigg House London last evening. "The fact that

Continued on Page Three

NEXT WEEK. When Immigrant Girls Face Way Lovers."