

THEATRE AUDEVILLE and OPLAYS WINNING SISTERS Tony Singing Trio T SALVADOR National Act America's Cham- ady Boxer MRS. FRANK DLEY ous Black Hand Musical Novelty Showing PAYS? Powerful Drama

Championship BALL 6. and WED. 15-16 BRANTFORD Grandstands 15c at 3.15 p.m.

FREE LIVERY from N. BROS. Trucks, Coupes and Light Service 5-42 Dalhousie

Brown takers 18th and Night

POT INN YOU LIKE IT? 1805 St.

Water Colors window for artistic beauty gifts. Visit your choice.

Book Store FRAMERS 1878

COAL Co.

& W. n Coal CES: 132 Market St.

Automatic 560 men's Valet DRESSING, DYE-REPAIRING WORK A SALTY or delivered notice.

Wiremen, and Others that it is contrary Province to install on, or in connecting the requirements Regulations of the Commission of

inspection in the of Hamer, in the Municipality of Mowat, Electric and others are also contrary to law without permit- TRIC POWER OF ONTARIO.

REPORTS HEARD ON LORNE BRIDGE--- STRUCTURE GOOD

Bridge Sound With No Trace of Rot or Rust, Quite Safe For Ordinary Traffic -Does Not Recommend its Use For Street Cars.

242 Macnab street north, Hamilton, June 14th, 1915. To His Worship, The Mayor and Members of the Brantford City Council: Gentlemen.—At the request of Mr. Jones, your engineer, I visited Brantford on Saturday last and made an inspection of Lorne Bridge, over the Grand River, and herewith submit my report.

In making the inspection I had in view the safety of the bridge for ordinary traffic, and also the possibility of making it safe for street railway traffic. Briefly, my conclusion is that with some needed repairs, the present bridge is absolutely safe for ordinary traffic and would undoubtedly carry the weight of one or more street cars, but that it would be unwise to use it for regular street railway purposes, inasmuch as it was evidently not designed or constructed with the intent of using it for these purposes. For railway purposes, a truss bridge such as this one is should have chords top and bottom, which Lorne bridge has top chords only. As to the possibility of the bridge collapsing under the weight of ordinary or even extra holiday traffic, it is very remote and the danger of an accident I consider to be practically nil. Even in its present unsatisfactory condition the worst that would be likely to happen would be the giving away of one or more joist and a small section of the floor, which would cause a wagon or automobile wheel to go down, but even this would not result in the collapse of the bridge.

In order that my subsequent remarks may be better understood, it is probably explainable that I should briefly explain the principle of the bridge. It is what is known as a pin and link truss bridge. The weight is not, as generally supposed, carried from the floor level, but from the four corner or batter posts and the connecting chords running parallel from post to post, lengthwise of the bridge. The bridge itself, therefore, hangs suspended from the four corner posts, which have to carry the weight burden. It will, therefore, be seen that any suggestion that another pier be built in the centre of the river to

support the centre of the bridge is impracticable. While giving support to the section resting on it, such a pier would remove the weight from whence it properly belongs, thus weakening all other sections and the bridge as a whole. In other words it would be like placing a support under a keystone to strengthen an arch.

REPORT ON LORNE BRIDGE—PIERS AND ABUTMENTS.

The piers and abutments of the bridge are entirely adequate and well suited to the purpose for which they were built. Both the masonry and cement work are a first-class job, with which no fault can be found. They are, in fact, sufficient to carry a much heavier bridge.

IRON STRUCTURE.

Theoretically, the life of an iron bridge such as this is, in 25 years; actually, its life is as long as the iron remains in a sound condition. From outward appearances, the iron work of Lorne Bridge is well preserved, there being no evidence of rust or corroding, which might be caused by iron not being kept well painted or by dirt being allowed to accumulate around the base of the iron posts. I had the floor around the posts taken up and there is no evidence of weakness at their base. Neither was I able to find any trace of damage by rust. However, the bridge, having been in use for about 37 years, there is the possibility that rust has accumulated in some of the joints. To definitely determine this it would be necessary to take the entire bridge apart which, of course, is out of the question. I have no hesitation in saying, however, that the iron work is in condition to carry the load of ordinary traffic for which it was built. To place an extra strain, such as street railway traffic, on it after so many years of service would be a much more serious matter, and I would advise against such a course. Structurally, the bridge is unusually strong for highway or ordinary traffic purposes. The batter posts are of exceptional strength and the top chords quite sufficient.

Continued on Page Three

J. PERCIVAL JASPER, Driver



Headquarters Division Train, who has been wounded Mrs. H. M. Elliott, 113 Nelson Street, has received word to this effect.

CHASED BY PIRATES BUT ARE LANDED SAFELY IN ENGLAND

Pte. J. L. Simmons Writes of the Voyage Over on Missanabie and its Risks—Admires Beauties of Rural England Very Much.

Struck by the beauties of English scenery, enthusiastic over the rich cultivated downs of southern counties, Pte. J. L. Simmons writes an interesting chatty letter on his first impressions of the "grey Old Mother." On the voyage across, a pirate tried to sink the Missanabie, but was frustrated by the vigilance of the destroyers who provided an escort.

S.S. Missanabie. May 29th, 1915. Dear Father and Mother: Well, we have been at sea eight days now, but the most exciting part is just starting. We arrived to-day in the danger zone, or submarine zone if you like. All the water right compartments were closed, so that divides the ship up into different parts. If we get a torpedo in one compartment the others will keep the ship afloat, so "we should worry."

Yesterday we mounted machine guns on the boat deck. With these we will pepper any aeroplane that has trouble intentions. From these few preparations you can see something is expected to happen. Say, you'll have to excuse the writing of the old scow is rolling to beat the devil.

Yes, of course, I've been sea sick; still, I expected that, but fortunately for only one day. Well, the trip down the river from Montreal was fine. We made a through trip; only stopped at Quebec a few minutes. It was pretty foggy around the coast of Newfoundland and for a couple of days after. It must have been caused by ice, we ran through several fields; once it stopped us altogether.

One day we had a pretty good breeze; it sent the waves right up on deck, but the last two days have been fine and bright.

One thing I can't figure out is why we haven't had any escorts. Everyone expected to be guarded, but if there is one we haven't seen it yet. I just heard one of the fellows outside the door say he was going down to take a bath and go to bed. Some one suggested what's the use, we'll all have a regular bath before the night is over by which time we'll be dead. We've had lifeboat drill every day, so we're quite prepared in that respect.

Well, I'll finish this before we land, by that time we'll be safe. So long for the present.

Saturday, May 30th. As you can see, nothing exciting happened last night. It is a beautiful day out. If it wasn't for the color of the water, you would think you were upon Lake Ontario.

This morning we saw two black specks on the horizon. In about five

BUSY SESSION WAS HELD BY THE CITY COUNCILLORS

Suggestion of Service For West Brantford Discussed—Juvenile Delinquents Act to be Enforced in City—Home Guard's Request Well Received.

With the exception of one alderman the City Councillors were all present at the council meeting last evening. The meeting was a quiet one, the only matter of importance being the report of W. Kirkpatrick of Hamilton, on the condition of Lorne Bridge and the question concerning the passing of the Juvenile Delinquent Act upon which Mr. J. L. Axford addressed the Council on behalf of the Children's Aid Society.

After the minutes of the last meeting had been read by the clerk, the communications were dealt with.

COMMUNICATIONS.

The time lists of City Engineer Jones, of May 31st, were first read. These amounted to Streets, \$922.99; sewers, \$628.32; street watering, \$144.43. The time lists of June 5th were as follows: Streets, \$886.97; sewers, \$583.50; street watering, \$112.21. The time lists of John Thresher for May 31st for work in cemeteries amounted to \$98.60.

The communications from J. R. Cornelius, asking that the Home Guard Rifle Club be given permission to use a range in the city. This range would be situated in Workman's Brickyard and every step for the safety of the public would be taken. A communication from Chief Slemm supporting the request, was also read.

The communication from Wm. Paterson and Son re smoke nuisance, was next read. It stated that the company had no wish to make any inconvenience for the occupants of neighboring buildings. As far as they knew the smoke was bothersome to no one. Besides this, they had gone to considerable expense in improving their boilers and machinery in any way connected with the smoke.

The communication from L. G. Ireland, asking permission to lay a siding from Colborne street to the freight sheds of the new Municipal Terminal Building was next in order. The report of H. Leonard on local improvement petitions was read by himself.

Communications from the Ideal Incinerator Company and T. J. Hanigan, secretary of the Hydro Electric Railway Association were read. The monthly reports of Treasurer

A. K. Bunnell, Brantford General Hospital, Health Inspector William Glover and Market Inspector Angus McAuley were read. The sum of \$80.41 had been given by the city during the last month for charity and relief work.

The secretary of the Care of the Feeble Minded, Edwin Dickie, reported on the meeting of the executive. The communications from the Dominion Natural Gas Co., from Wilkes and Henderson re Brantford Gas Co. and from Chief Slemm re Transient Traders License, were next read. That of Godfrey Caswell re income tax was also read. The communication from W. F. Cocksbut suggested that the new armories site be used as a children's play ground until the building operations should begin.

The report of A. K. Bunnell, secretary of the Board of Education was also read. The chief item of importance in the report was the request of the Board of Education that the council pass a by-law permitting the issuing of debentures amounting to \$5,000 for school improvements.

The communication from City Clerk Leonard concerning the overcharge on taxes, was read. Through some unaccountable mistake, three citizens had been over-taxed last year. Col. Leonard reported also that the report on local improvements had been received by him and duly forwarded to the city engineer.

Several petitions had been received and when read, all were against the laying of several concrete walks in the city. Some of these petitions were sufficiently signed and some were not.

Concerning one petition against the proposed laying of a concrete sidewalk alongside the Ontario School for the Blind, the mayor asked if such a sidewalk should be included in the local improvement list. He pointed out that this walk was beside government property, and unless permission was first obtained from the government for the laying of such a sidewalk the city could not expect payment from the government.

It was moved by Ald. Ryerson that the monthly reports of A. K. Bunnell

(Continued on Page 5)

PURCHASE OF MUNITIONS--- REVISION SUGGESTED

London Chronicle Says There is a Growing Desire For Change in Contract With the Morgans.

London, June 15.—The Daily Chronicle says: "One of the most important problems to which the Minister of Munitions will turn his attention in the terms of the contract by which Messrs. J. Pierpont Morgan and Company, the great New York banking firm, act for the British Government in the purchase of munitions in America. Questions have been asked as to the time on this matter in the House, but no particulars have been given in reply. In the meantime there is a growing desire for a revision of the terms of the contract on the part of the government. The terms of the contract, now widespread, were originally justifiable in the early days of the war, when the munition makers in New York, such a source is no longer necessary and is not desirable.

We put on one side, for the present, the allegations that Canadian manufacturers have been obliged to negotiate with their own Imperial Government through this neutral intermediary. There are apparently well-founded stories to this effect, but we prefer to lay no stress on them in the absence of official confirmation. What does seem undoubtedly to be the case is that we are deprived of the services of some United States munition makers because these firms either cannot or will not deal through the Morgan Company. Our position is simple: that we want to deal with every manufacturer who is willing to make us his ally. If there are, as is stated, manufacturers in the United States who cannot deal through Morgan except on prohibitive terms, then it would seem better for a fresh arrangement to be made. We are confident that Mr. Lloyd George can be trusted to survey the contract from a business point of view, and if it should be found necessary, have it altered."

(Continued on Page 8)

"FOR OR AGAINST"--- ASK TOMMY

Soldiers Want to Smoke, Will You Help Them Out?

The Methodist conference at Toronto yesterday passed the following resolution which is subjoined with the Globe reporter's comment: "There would be no smokes for the Canadian 'Tommy' if the Methodist Conference had its way. A resolution submitted yesterday by the Sunday school section 'for the results from the wholesome manner in which the response is being made to the pressure of certain interests in sending tobacco and kindred supplies to the soldiers, knowing that many whose lips were pure before have been led to a habit which otherwise would have been avoided.' There was no discussion against such a course. Structurally, the resolution also, while admiring the loyalty of the young men going to the front, deprecates the prevalent presence of the 'wet' canteens." Against this resolution is the sight of a British soldier soaked through by a few sprin gdays such as prevail here a muddy trench, acute discomfort and an empty pipe!

The Courier is still open to receive contributions for the men on active service. They are the surest criterion of what is best for themselves. Leave your package at the office if the inclement weather should prevent the box from being outside.

MILTON EHLER HAD A CLOSE CALL YESTERDAY AT MASSEY HARRIS'

Fell Down Elevator Shaft a Distance of Thirty Feet—Severe Injuries.

What came within an ace of proving a fatal accident, occurred at the Massey-Harris Works about 6 o'clock last evening.

Milton Ehler, a young man employed as fireman at time of quitting work jumped into one of the warehouse elevators when for some inexplicable reason it failed to stop at the floor at which he wished to alight and then shot up at great speed to the top. The cable didn't break, but the shock caused it to pull out and the unfortunate man was hurled to the bottom a distance of some thirty feet. That he wasn't killed outright, was a marvel.

The ambulance was speedily summoned and he was taken to the hospital, where Dr. Fissette found on examination that he had one thigh broken in three places, a fractured wrist, a broken nose, a broken thumb and had also sustained a scalp wound, which necessitated the use of several stitches.

Close scrutiny failed to show anything wrong with the mechanism of the elevator and the cause of the mishap is a mystery. Ehler was not an elevator man.

Late reports from the Hospital describe him as doing amazingly well considering his terrible hurts and the shock.

ARCHBISHOP DEAD. Montreal, June 15.—Archbishop Langevin of St. Boniface, Man., died this morning in the Hotel Dieu.

IMPORTANT CAMEROONS STATION SURRENDERS TO THE ALLIES

London, June 15.—The official press bureau last night gave out the following telegram has been received from the Governor-General of Nigeria reporting that Garua, after an attack which commenced on May 31, surrendered unconditionally on June 11, to an Anglo-French force under Col. Culliffe.

Garua is an important German station on the Benue River, in the "Neck" of the Cameroons, West Africa, between Nigeria and the French Congo. Since the repulse on August 29 last of the first British attack it has been considerably strengthened.

MANCHESTER WOULD TAKE ALL YANKEE COTTON CROP

London Daily Mail Again Brings Matter of Embargo on Cotton Before the Public—Fear Offending U. S.

Special Wire to The Courier. London, June 15.—The Daily Mail to-day renews its campaign against cotton in a column editorial urging the government to immediately declare the staple contraband. The newspaper calls cotton "an indispensable food for the German guns," and adds: "Our embargo has partly stopped cotton trading, but we have not cut off the export of cotton from United States in neutral ships to neutral ports. If we declared cotton contraband, we could seize ships with cotton cargoes and demand of neutrals to prove that the cotton was not intended to reach the enemy."

"We could do this under the principles which the United States asserted in the Civil War and which were reiterated in Secretary of State Bryan's letter to Senator Stone."

The Daily Mail says there are now more cotton ships in Gothenberg (Sweden) harbor than ever before in history. "Other neutral ports in Holland, Denmark, and Greece," the newspaper adds, "all are playing their part similarly. It has been stated that fears of

SIR EDWARD GREY RESTS IN ROUMANIAN CAPITAL

Report That Secretary For Foreign Affairs is Arranging Roumania's Entry into the War.

London, June 15.—Sir Edward Grey the Secretary of State for Foreign Affairs, who according to official announcement is taking a vacation to rest his eyes, is not likely to get much rest if reports current in diplomatic circles here are based upon truth.

It is again said Sir Edward has gone to Bucharest to bring about the intervention of Roumania in the war on the side of the allies, exactly in the same way that he went to Rome about Easter time to bring in Italy, although it was then announced he had "gone fishing." He landed a big fish on that visit and is expected to be equally successful in his present venture.

DEFINITE CONCLUSION. Rome, June 15.—Roumania has signed a tentative agreement with Russia, removing the obstacles preventing Roumania from entering the war on the side of the allies, according to a telegram received to-day by the Montenegrin Minister here. The report is not confirmed from other sources.

Press despatches from Bucharest to-day said that the negotiations are continuing.

MAJOR IS PROMOTED.

Major Cutcliffe, who is now serving as a veterinary surgeon in England, has been promoted to be chief surgeon in charge of the Canadian division. This signal honor was well earned, and could hardly have fallen upon more worthy shoulders. The Major's numerous friends will be pleased to learn of his god fortune and join in unanimous congratulations.

(Continued on Page Four.)

AUSTRIANS SET FIRE TO FOREST

Endeavor to Head off the Italian Advance But Were Routed.

Special Wire to The Courier. Rome, June 15.—Via Paris.—The following statement regarding the progress of military operations was issued to-night at the headquarters of the Italian general staff: "There have been no important developments along the Tyrol-Franco frontier. The enemy persistently attacked Montepiano at night after an all day bombardment from forts Platz and Wiese, but was repulsed each time.

"Our artillery caused the explosion of ammunition depots towards Corto in the Cortove valley and seriously damaged the enemy's works at Cessasi. "Our bombardment of Marlborgetti in Carnia resulted in an explosion in the lower part of the fortress.

"Further reports are of the night attack of Italian Alpinists in the difficult region of the Alps of Vollaige and of considerable booty taken there each time.

"Our artillery caused the explosion of ammunition depots towards Corto in the Cortove valley and seriously damaged the enemy's works at Cessasi. "Our bombardment of Marlborgetti in Carnia resulted in an explosion in the lower part of the fortress. "Further reports are of the night attack of Italian Alpinists in the difficult region of the Alps of Vollaige and of considerable booty taken there each time. Incomplete Greek election returns indicate victory for former Premier.