

Officer Commanding and Staff of the 215th



CAPT. R. J. FERGUSON,
Quartermaster

Capt. R. J. Ferguson, quartermaster of the 215th, joined the 13th Royal Regiment, Hamilton, in 1891 as a bugler, and was appointed quartermaster-sergeant of that regiment some twelve years ago. He has thus seen 25 years' service in the Canadian militia, and has served under nine colonels in that time. He has always taken a keen interest in rifle shooting and has attended the Ontario Rifle Association and Dominion Rifle Association matches for four years before the war broke out and won prizes at both places.

He also holds a certificate in the St. John's Ambulance Association for first aid to the injured. He received his long service medal 2 years ago. When the war broke out he was put in charge of the stores for the Hamilton Recruiting Depot and fitted out over 4,000 men in that time. He was appointed Quartermaster of the 215th Battalion on March 9th, 1916.



CAPT. E. W. SWEET, Adjutant

Captain E. W. Sweet, who is the Adjutant of the 215th, is the son of a Methodist minister, the late Rev. E. Sweet. Captain Sweet was born at L'Original, Ont., educated at the Brantford Collegiate Institute, and is a graduate in law of Victoria University. In 1884 he was called to the Bar with honors, and in 1885 the firm of Harley & Sweet was formed, of which firm he is still a member.

While a student, Captain Sweet enlisted as a private in the Dufferin Rifles, and was connected with that regiment for 10 years. After serving as a private he obtained a commission as Lieutenant in "B" company, and later became Captain of the same company. In the meantime he had won a first class A special course certificate from the infantry school at St. Johns, Quebec.

Captain Sweet was a member of the School Board for several years and Chairman for one year. He also served on the Collegiate Institute Board. At present he still retains the presidency of the local Y. M. C. A. and of the Children's Aid Society.



MAJOR SNIDER

Major Snider is the only son of Judge Snider of Hamilton. He was born in Cayuga, on March 21st, 1887, and graduated from the Royal Military College in 1907. He then entered upon a law course, and graduated from Osgood's Hall. He was called to the Bar in 1911, and practiced in Hamilton until 1914, when he joined the 4th C. M. R. He had previously been Major of the 6th Mississauga Horse. Major Snider left on Jan. 28th for the front as Quartermaster of the C. M. R., and left England for France Oct. 24th, 1915. After serving in the trenches he left for home on duty in February.



LT. COL. HARRY COCKSHUTT.

Lt. Col. Harry Cockshutt, who is in command of the 215th, has taken hold with characteristic energy. In common parlance, he is "a live wire" with regard to anything he tackles. He has carried the same abounding energy, which has characterized his career in connection with the large Cockshutt Plow Works, of which he is President and Managing Director, into the formation of the Battalion, and the results within the period of a couple of weeks have been most encouraging, not to say remarkable. Future prospects are also exceedingly bright and reassuring. After all the recruiting accomplished in this city and county, together with the formation of the 125th Battalion under Lt. Col. Cutcliffe, it looked like an exceedingly hard task to start upon the formation of another Battalion, but the authorities at Ottawa made no mistake in their selection of the man to undertake the task. Lt. Col. Cockshutt has surrounded himself with an excellent staff and the men who are joining of all ranks, constitute a guarantee that it will prove an exceedingly fine battalion.



MAJOR A. T. DUNCAN

Major Alexander T. Duncan is a native of London, Ontario. He later lived in Hamilton where he was educated. He entered in the 13th Regiment in Hamilton as a private, in which he served for two years. Then he joined the Fourth Field Battery, where he remained 15 years, two years as a sergeant and 13 as a lieutenant. After that he was in the 23rd Brant Dragoons for two years with the rank of Major. He is qualified in the Artillery for any position, and holds a field officer's certificate in the cavalry. For the last ten years he has been the manager of the Western Counties Electric Co. in Brantford.



CAPTAIN E. F. COREY
Paymaster

Captain Ernest F. Corey, Paymaster of the Battalion, was born in Brantford, and is a son of ex-Ald. Fred Corey, 144 Murray Street. Capt. Corey was educated at the Brantford public schools, the Brantford Collegiate Institute and St. Andrew's College, Toronto. He then entered the service of the Bank of Toronto, working in Brantford, Toronto and Vancouver. Three years ago he returned to Brantford as accountant of the local branch.

Captain Corey, while at the Collegiate, was a member of the Cadets. He qualified as a lieutenant at the Royal School of Cavalry, Toronto, last January.



CAPT. L. H. COATES,
Medical Officer

Captain L. H. Coates, Medical Officer of the 215th Battalion, was born in Bowmanville, Ont., and when only a child, his family moved to Brantford. He attended public school and Collegiate here, matriculating in 1907. He then attended Toronto University, graduating in medicine in 1911. He served in the Brantford General Hospital for a year, and the Post Graduate Hospital in New York for a year and a half. For the last two years Dr. Coates has been practicing medicine in the city. He is the son of Mr. D. H. Coates, mathematical master at the local Collegiate, and is well spoken of by his brother doctors as a clever practitioner.

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at 11 o'clock, at 232 Colborne St. by virtue of a landlord's warrant, W. H. Littlefield, vs. Wm. E. Day, for \$135.
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STEPHEN PITCHER, Auctioneer.
J. M. Dyckman, Bailiff.

Committed For Trial.

By Special Wire to the Courier.
Hamilton, March 25.—Teenie Malone, a Galician girl, was yesterday formally committed to trial at the fall assizes at Brantford, charged with the murder of her employer, Mrs. Mary Hamilton. The body of the murdered woman was found in the cellar and Dr. Hudson of Hamilton, swore that death resulted from a succession of blows and after a severe struggle. A son of the deceased said his mother told him the morning of the murder that she would "let Teenie go."

Robert Blair, editor of the National Prohibitor, and a well-known temperance worker, pleaded guilty in Des Moines, Ia., police court to being drunk. He was fined \$10.

LOSS OF LIFE.

By Special Wire to the Courier.
LONDON, March 25, 12.15 p.m.—Edward Huxley, president of the United States Rubber Export Company, and Francis E. Drake, European manager of the company, are among the Americans rescued from the Sussex. They report that there was a heavy loss of life, including probably several Americans.

Electric Stoves Cheap. See Page 6.

CROSS CHANNEL STEAMER "MET WITH A MISHAP"

The Sussex, Running Between Folkestone and Dieppe, in Accident.

TOWED INTO BOULOGNE

Twenty-five American Citizens on Board, Reads Passenger List.

By Special Wire to the Courier.
Paris, March 25.—Reports of the sinking of the Sussex obtained here to-day, state that she was torpedoed. The Sussex has arrived at Boulogne.

London, March 25.—With 385 passengers and a crew of about fifty on board, the cross-channel steamer Sussex, plying between Folkestone, England, and Dieppe, France, is in distress in the English Channel off Dieppe. Unofficial reports say that the vessel was torpedoed. At last reports rescue boats were standing by. The steamer was under the command of Captain Mouffet.

"MET WITH A MISHAP."

The Brighton Railroad last night issued the following account of the accident to the Sussex:
"The Sussex sailing under a French flag in the Folkestone-Dieppe service, met with a mishap somewhere off Dieppe on her passage to-day. There were 385 passengers aboard and a crew of about fifty, but it is impossible at present to give further particulars. At 8.30 o'clock this evening the vessel was still aloft in charge of a tug. It is assumed, therefore, that all the passengers were saved."

MANY VESSELS STAND BY

The Sussex left Folkestone at 1.20 o'clock yesterday afternoon, flying the French flag, and met with mishap somewhere off Dieppe at 7 o'clock last night. When the alarm signal was sent out a number of vessels in the vicinity hurried to her assistance, while others rushed under full steam from Dieppe Harbor.

The Sussex is owned by the French State Railroads, but is managed by the Brighton Railroad. Before the war she was employed in the night service between New Haven and Dieppe, but following the outbreak of hostilities her run was changed from Folkestone to Dieppe.

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SPECIAL MEETING.

A special meeting of the City Council will take place at 11 o'clock Monday morning to discuss the Canada Northern-Hydro Electric Railway situation as outlined by Mr. W. F. Cockshutt, M.P.

IMPORTANT ANNOUNCEMENT

The Courier, in collaboration with the Toronto Star, has secured for this district the London Daily Mirror picture service.

The productions guaranteed will be prominent people and events in the public eye, particularly at this time of war.

The London Daily Mirror is the greatest illustrated daily in the world, and this paper has been very fortunate indeed in making the arrangement.

THE FACTS

With Reference to the Opposition of Hydro to Canadian Northern.

Brantford is in the Latter Scheme, But Not in the Radial Road Plans.

The Courier asked Mr. W. F. Cockshutt, M.P. for information with reference to the opposing of a renewal of a Canadian Northern charter by the Hydro Electric. He replied:
"The situation is this. The Canadian Northern are in possession of a charter to build what is called the "Toronto, Niagara and Western Railway." It is proposed to run all the way from Toronto to Niagara, and includes from Welland to Brantford. About seventy miles of the line have been built and upwards of \$2,000,000 spent. The latter sum includes the purchase of the right of way from Welland almost to Cainsville. They are now seeking to have the charter renewed, but this is being opposed by the Hydro Electric people, who propose occupying part of this same territory with their radial and power road.

Brantford is included in the Canadian Northern scheme, but not in the Radial project, which does not touch any part of Brant County.

Mr. W. F. Cockshutt, when the matter was before the Railway Committee at Ottawa this week, asked Sir Adam Beck why Brant County, which would provide the most direct route to London, is not included in the radial scheme.

Sir Adam Beck replied that Brantford and adjacent territory had not asked for it.

GERMAN BOAT DESTROYED IN THE NORTH SEA

Enemy Raider, Disguised as Neutral, Fell in With British Merchantman.

BOTH SHIPS WERE SUNK

British Vessel Apparently Sunk by Torpedo Shot.

By Special Wire to the Courier.

LONDON, March 25, 1.50 p.m.—A German raider has been sunk in the North Sea. Five German officers and 115 men, out of a total of 300, were captured. The British armed merchantman Alcantara, which sunk the German raider, the Greif, was herself sunk.

The fight occurred in the North Sea on February 29. The Greif was sunk by gunfire and the Alcantara by a torpedo. The British losses were made up of five officers and 59 men.

The Alcantara was a large liner belonging to the Royal Mail Steam Packet Company of Belfast. She had been in the service of the British Government for some time. Her gross tonnage was 15,300. She was 510 feet long, and was built in Glasgow in 1903.

The following official statement was issued:
"An engagement occurred on February 29 in the North Sea between the armed German raider Greif, disguised as a Norwegian merchant vessel, and the British armed merchant cruiser Alcantara, Captain T. E. Wardle. It resulted in the loss of both vessels, the German raider being sunk by gunfire and the Alcantara apparently by a torpedo."

"Five German officers and 115 men were picked up and taken prisoners out of the total complement, believed to have been over 300. The British loss amounted to five officers and 59 men."

"It should be noted that during the whole engagement the enemy fired over the Norwegian colors painted on the side of the ship."

"This news is now published, as it is made clear by the receipts of a German wireless message that the enemy has learned that the Greif, a similar ship to the Moeve, had been destroyed before she succeeded in passing our line of patrols."

Three German steamships are listed under the name Greif. The largest, a vessel of 1,500 tons gross, is 250 feet long, was built in 1912 and is owned in Bremen.

INTERESTS AT WORK TO STIR UP STRIFE

Certain Parties Trying to Make Trouble Between U.S. and Mexico.

By Special Wire to the Courier.

Washington, March 25.—Convinced that powerful influences are at work to force intervention in Mexico through the spreading of alarming rumors, administration officials to-day were considering just what steps shall be taken to bring the agitation to an end. Many officials believe that a well defined effort is being made by interests owning property in northern Mexico to inflame the minds of people in the United States and in Mexico to a point where war between the two countries would be inevitable.

Following a thorough discussion of the subject at yesterday's cabinet meeting, Secretary of State Lansing prepared a formal statement which was awaited to-day. President Wilson

is said to be determined to stop the circulation of the inflammatory rumors and to take legal steps if necessary. The use of the law against the publication of reports tending to incite "arson and riot" tightening of the censorship on Mexican news and warning army officers of the penalties against giving out unconfirmed reports, are all under consideration by administration officials.

With the report of the Herrores revolt positively denied by American Consul Letcher at Chihuahua City, and with rumors of impending border disturbances received from unofficial sources by members of Congress discredited by reassuring official advices from points just beyond the Mexican border, apprehension aroused in official circles by the disquieting reports had completely subsided.

NOTHING OFFICIAL

El Paso, Tex., March 25.—The reiterated claim that Francisco Villa was surrounded, made at Mexico City early to-day in a message received there from General Luis Guiterrez Carranza's commander-in-chief only served to make the situation in the field more puzzling from the viewpoint of the border. According to the telegrams from General Bernal made public here by Consul Garcia, the American columns were co-operating with the Carranza forces and formed

(Continued on Page Four.)



LORD FRENCH ON THE WAY TO THE HOUSE OF LORDS

This photo was taken as the distinguished soldier was crossing Whitehall on the way to his first appearance in the House of Lords. He is accompanied by Major Geo. Paynter.—(London Daily Mirror Photograph.)

COURIER'S DAILY CARTOON



A Gentleman to See Enver Pasha

(From the London Express)