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RTAGE OF COPPER IN GERMANY.

Soldier: "If you please, Herr Major, I man who has refused to give up his pan for the Glory of the Empire."—London.



# LITTLE REST EVEN IN BACK TRENCHES; GUNS THUNDER WITHOUT CEASING

## Yet in Spite of All the Canadian Forces Stuck Resolutely to Their Trenches —Many Individual Deed of Valor and Daring Recorded by the Official Eye-Witness.

Ottawa, Ont., May 17—The following official report on last week's operations at the front was received at the Militia Department yesterday from the Canadian eye-witness:

Day after day, night after night on the Canadian front, guns thunder and boom, their menacing rumble now swelling in gradual crescendo to the roar of the bombardment, now dwindling in volume to an intermittent growl. There is little rest or security even in the rearward areas. Often the labor of weeks is undone in a single moment, fortifications crumbled, parapets collapse, buildings fall and dugouts cave in under the ruthless violence of explosive shells. Bursting shrapnel rains a vicious stream of bullets on trench path and field. Fixed rifle batteries and machine guns sweep roads and approaches at uncertain intervals and from points of vantage keen-eyed snipers watch patiently for the unwary.

TOLL IS HEAVY.

Under these conditions men have to live, hold the line, dig entrenchments, erect entanglements, carrying up food and ammunition and effect reliefs. For both sides it is approximately the same, and even in a week devoid of outstanding features the toll of active siege warfare is heavy.

Two days in succession an exceptionally intense bombardment was directed by the enemy's artillery and mortar batteries against the defences of an Ontario brigade and the frontage of a British Columbia battalion. Some of our trenches were badly damaged and in places advanced posts were temporarily isolated, owing to communications being blocked.

HELD THEIR POSITIONS.

In spite of the terrific fire and many casualties our men everywhere held on to their positions with the greatest steadiness. When the fire eventually died down the damage was quickly repaired. The retaliation of our artillery to hostile bombardments was at all times prompt and effective. German parapets were breached, entanglements destroyed and fortified craters heavily pounded.

Lumber and sandbags were thrown into the air. At several points parties of the enemy were observed running back from their trenches in order to escape our hail of shells.

During the course of a bombardment on the positions of a New Brunswick battalion, Private F. Snelgrove, St. John, was slightly wounded. When his injury was being dressed at the clearing station it was discovered that he had had a narrow escape from far more serious hurt. Another bullet had struck him in a dangerous place, but had been stopped by a Bible that had been given him by his mother, which he carried in his pocket.

AVIATORS' WORK.

German aviators were less aggressive than for many weeks past. Now and again they crossed our lines, dropped signals and directed the fire of their artillery, but on the approach of our planes retreated rapidly to their own territory.

Hostile working parties were active on all parts of the line. On more than one occasion they suffered casualties from our chrapnel and dispersed, leaving their dead upon the ground. Under cover of darkness good work was done by our scouts and patrols.

CLEVER WORK.

Lt. S. J. Mathewson, Royal Highlanders of Canada, led a small party to the German wire and moving along it made a useful reconnaissance. On the same night a patrol of a western Canada brigade entered a sap leading to the enemy's lines. Advancing up the sap for ninety yards our patrol came across the bodies of five Germans and brought in articles for identification purposes.

Scouts of a British Columbia battalion reconnoitered an enemy's sniper's post. While engaged on this task they detected a large hostile working party. Word was taken back to our lines and the enemy was scattered by our machine guns.

CARRIED BACK MINE.

About the same time a patrol of a Calgary battalion discovered a land mine close to the German wire. Although this instrument weighed fifty pounds, it was carried back to our lines.

Lieut. J. B. Allen of a Toronto battalion, made an examination of the German entanglement for three hundred yards. This inspection occupied over three hours. Similar reconnaissances were under taken by Lieut. G. McNeil of a Nova Scotia battalion, and Lieut. John Creasor, Victoria Rifles with a patrol of a central Ontario battalion, dropped in on a German wiring party and repulsed a hostile patrol which endeavored to approach our lines. On the same night the enemy trench mortars opened a heavy fire on a section of our trenches. They were effectively silenced by a well-directed volley of hand grenades from men of a western Canada battalion.

WIRE CUTTING.

A particularly daring reconnaissance was made by a patrol of the Royal Highlanders, consisting of Lt. A. Routledge, Montreal; Sergeants O. B. Jones and F. J. Price and Privates Billers, Pitt and Blough. A point was reached within twenty yards of the German trenches. More wire was cut and while the officer and three men acted as a covering party the two sergeants cautiously advanced, climbed through a hedge, cut more wire and reached the German front line.

The trench was examined for a distance of twenty five yards. A sniper's plate was wrenched from the parapet and useful information obtained in regard to a searchlight located in one of the enemy's strong points.

Notwithstanding the bright beams of this light and the fire of hostile sentries our patrol returned safely after an absence of three and a half hours.

A careful investigation of a German sap was carried out by Lieut. S. H. Key and Scouts of a western Canada unit. An unused rifle grenade and detonator, were found and brought in.

FRENCH CANADIAN'S WORK

On several nights Sergeant Fournier, with French Canadian scouts, explored the difficult territory in the territory in the vicinity of the St. Eloi craters and useful reconnaissances in this area were also made by Scout Sergeant Whigham and Lance Corp. Rutledge of a northwest battalion. Lieut. J. A. Jackson, Vancouver, with Sergeant Walters and Scouts Brown and Street reached and entered two craters which had been vacated by our troops some days previously. They were found unoccupied. Lieut. Jackson and Scout Brown then advanced along the remains of a communicating trench towards another crater. When about half way to the German positions they encountered a hostile party and immediately attacked it with bombs. The enemy was driven back and one of his working parties was consequently forced to suspend operations.

DEEDS OF VALOR.

On the following night Lieut. Jackson went out again with Corp. Ruston and Scouts Brown and Johnston. Useful information was secured.

Deeds of gallantry in connection with recent fighting continue to come to light. Major H. L. Bodwell, second in command of a pioneer battalion, was in the trench opposite St. Eloi with a working party. A corporal of another battalion informed him that an attack was impending and having ordered the men near him to take shelter, Major Bodwell followed the non-commissioned officer towards one of the craters in order to warn another squad who were at work there. While on the way the explosion of a shell severely injured the corporal, blinded another man and wounded the Major in the leg, shoulder and head.

Undeterred by his injuries Major Bodwell took a despatch from the corporal and delivered it to the officer in command of the craters. He then returned for stretcher bearers to attend to the two wounded men and himself carried in one of them to the dressing station.

BROUGHT IN WOUNDED MAN

A French-Canadian corporal, J. M. Lemieux, rushed across two hundred yards of open ground in the face of hostile fire to assist a comrade who had been shot by a German sniper. With great difficulty Lemieux brought in the wounded man. Another gallant rescue was effected by two French-Canadian privates, Noel Savard and Joel Boissele. Seing a private of their battalion fall in the open at a point two hundred yards from the enemy's line, these two men dashed out together and regardless of heavy sniping dragged him into safety.

Sergeant Alexander Petrie, Royal Highlanders of Canada, was buried by the explosion of a shell and severely shaken. Notwithstanding this he refused to leave the trenches and remained at his post until his battalion was relieved.

ENEMY DRIVEN OUT

Private William Somerville of the same unit, led a small party into a new formed crater under intense fire and held it until an enemy attack had been repulsed. Pioneer Sergeant Bertram Brayton, Royal Montreal Regiment, on many critical occasionns displayed great gallantry in clearing trenches and encouraging his comrades. As the result of persistent and energetic patrol work under Lts. D. Worral and C. G. Powers of this Regiment, the enemy has been driven from several of his advanced posts and saps.

Lance-Corporal J. E. Westerman, Royal Highlanders of Canada, was wounded while leading a party to the support of men in one of the craters. He remained with his party, took charge of the crater on arrival and stayed in it for 24 hours until relieved.

ON HIS BACK.

Private Patrick Costello, a Nova Scotian, belonging to the same battalion, crawled out in broad daylight to another of the advanced craters and brought in on his back a wounded comrade, Private Bond. This deed was performed in full view of the enemy, whose trenches were only a hundred yards distant. Costello's action probably saved Bond's life.

Lance Sergeant George Buchan, Vancouver, who was mortally wounded in the course of a bombardment, continued to encourage his men until carried off the field. This non-commissioned officer had been with the Canadian Scottish since the formation of the battalion and was wounded at the battle of Ypres a year previously.

THE WRECKED AEROPLANE.

A British aeroplane was shot down by hostile anti-air craft guns and fell in "no man's" land within sixty feet of the German lines.

The enemy trained a machine gun on it, and for eight days baffled the efforts of our men to recover the bodies of the pilot and his observer. On one occasion, Lieut. Tupper, Canadian Scottish, succeeded in reaching the plane but was forced to retire without accomplishing his object, owing to the heavy fire opened by the Germans. Finally Privates H. H. Finlay, Victoria, and W. Gregory, Fernie, British Columbia, sapped out 45 feet and reached the wrecked machine. Undetected by the enemy, these men not only brought the bodies back through their sap but also secured the aeroplane's gun.

RECEIVED 20 WOUNDS

Private A. B. Mowatt, Vancouver, volunteered to take the place of a stretcher-bearer who had been killed in our front trenches during a heavy bombardment. While carrying on his work he was wounded by a shell in about a dozen places. In spite of his injuries he continued to tend the casualities until he himself had received twenty wounds. His splendid courage was an inspiration to his comrades.

Staff Sergeant C. K. Smith, Canadian ordnance corps, has been awarded a military medal for bravery in repairing guns in the face of the enemy's bombardment.

Brigadier-General A. C. MacDonnell, D.S.O., who was hit by a sniper's bullet on February 17, has resumed command of his brigade in the field.

IT'S pretty hard to describe comfort in Underwear, because there is nothing to describe. Comfort simply means absence of discomfort.

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## Grand Trunk Railway

MAIN LINE EAST

Departures

6.50 a.m.—For Dundas, Hamilton and East.

7.05 a.m.—For Toronto and Montreal.

7.38 a.m.—For Hamilton, Niagara Falls and East.

9.30 a.m.—For Hamilton, Niagara Falls and intermediate stations.

10.29 a.m.—For Hamilton, Toronto and East.

1.57 p.m.—Hamilton, Toronto, Niagara Falls and East.

1.56 a.m.—For Hamilton, Toronto, Niagara Falls and intermediate stations.

6.00 p.m.—For Hamilton, Toronto, Niagara Falls and East.

8.32 p.m.—For Hamilton, Toronto and East.

8.32 p.m.—For Hamilton, Toronto and East.

1.56 a.m.—For Hamilton, Toronto, Niagara Falls and East.

MAIN LINE WEST

Departures

8.36 a.m.—For Detroit, Port Huron and Chicago.

9.05 a.m.—For London, Detroit, Port Huron and intermediate stations.

9.37 a.m.—For London, Detroit, Port Huron and Chicago.

9.55 a.m.—For London, Detroit, Port Huron and Chicago.

3.52 p.m.—For London, Detroit, Port Huron and intermediate stations.

6.42 p.m.—For London, Detroit, Port Huron and Chicago.

7.32 p.m.—For London, Detroit, Port Huron and Chicago.

8.34 p.m.—For London, Detroit and intermediate stations.

BUFFALO & GODERICH LINE

East

Leave Brantford 10.05 a.m.—For Buffalo and intermediate stations.

Leave Brantford 6.00 p.m.—For Buffalo and intermediate stations.

West

Leave Brantford 10.05 a.m.—For Goderich and intermediate stations.

GALT, GUELPH AND NORTH

Leave Brantford 6.38 am.—For Galt, Guelph, Palmerston and all points north.

Leave Brantford 8.35 a.m.—For Galt, Guelph and Palmerston.

Leave Brantford 3.55 p.m.—For Galt, Guelph, Palmerston and all points north.

Leave Brantford 8.42 p.m.—For Galt and Guelph.

BRANTFORD & TILLSONBURG LINE

Leave Brantford 10.35 a.m.—For Tillsonburg, Port Dover and St. Thomas.

Leave Brantford 5.20 p.m.—For Tillsonburg, Port Dover and St. Thomas.

G.T.R. ARRIVALS

Main Line

From West—Arrive Brantford, 1.56 a.m., 7.05 a.m., 7.38 a.m., 9.30 a.m., 10.29 a.m., 1.57 p.m., 4.00 p.m., 6.00 p.m., 8.32 p.m.

From East—Arrive Brantford, 3.26 a.m., 9.05 am., 9.37 a.m., 9.55 a.m., 3.52 p.m., 6.42 p.m., 7.32 p.m., 8.10 p.m.

Buffalo & Goderich

From East—Arrive Brantford, 9.53 a.m., 8.05 p.m.

From West—Arrive Brantford, 10.00 a.m., 5.42 p.m.

W., G. & B.

From North—Arrive Brantford, 9.05 a.m., 12.30 p.m., 4.29 p.m., 8.33 p.m.

Brantford & Tillsonburg

From South—Arrive Brantford, 8.45 a.m., 5.20 p.m.

## Brantford Municipal Rauway

For Paris—Five minutes after the hour.

## Brantford & Hamilton Electric Railway

Leave Brantford—6.30 a.m., 7.45, 8.45, 9.45, 10.25, 11.25; 12.25 p.m., 1.25, 2.25, 3.25, 4.25, 5.10, 6.45, 7.45, 8.45, 9.45, 10.45, 11.35.

Arrive Brantford—7.35 a.m., 8.35, 9.25, 10.45, 11.45; 12.45 p.m., 1.45, 2.45, 3.45, 4.45, 5.25, 6.25, 7.25, 8.25, 9.25, 10.25, 11.25, 12.25.

## T., H. & B. Railway

For Hamilton, etc.—7.32 a.m., 11.32 a.m., 2.27 p.m., and 6.47 p.m.

For Waterford—9.46 a.m., 11.32 a.m., 4.19 p.m. and 9.22 p.m.

## Lake Erie & Northern Ry.

Time Table No. 1
Effective Feb. 7, 1916

SOUTH-BOUND

| Leave— | a.m. | a.m. | a.m. | p.m. | p.m. | p.m. | p.m. | p.m. |
|---|---|---|---|---|---|---|---|---|
| Galt | 7.00 | 8.55 | 10.55 | 12.55 | 2.55 | 4.55 | 6.55 | 8.55 |
| Gl'n'ris | 7.20 | 9.15 | 11.15 | 1.15 | 3.15 | 5.15 | 7.15 | 9.15 |
| Paris | 7.38 | 9.33 | 11.33 | 1.33 | 3.33 | 5.33 | 7.33 | 9.33 |
| Arrive— | | | | | | | | |
| B'ford | 7.55 | 9.50 | 11.50 | 1.50 | 3.50 | 5.50 | 7.50 | 9.50 |

NORTH-BOUND

| Leave— | a.m. | a.m. | p.m. | p.m. | p.m. | p.m. | p.m. | p.m. |
|---|---|---|---|---|---|---|---|---|
| B'ford | 8.00 | 10.00 | 12.00 | 2.00 | 4.00 | 6.00 | 8.00 | 10.00 |
| Paris | 8.17 | 10.17 | 12.17 | 2.17 | 4.17 | 6.17 | 8.17 | 10.17 |
| Gl'ris | 8.32 | 10.32 | 12.32 | 2.32 | 4.32 | 6.32 | 8.32 | 10.32 |
| Arrive— | | | | | | | | |
| Galt | 8.53 | 10.53 | 12.53 | 2.53 | 4.53 | 6.53 | 8.53 | 10.53 |

Lake Erie & Northern Railway cars will run on Sundays, except car leaving Galt at 7.00 a.m. and car leaving Brantford at 8.00 am. No G., P. & H. connection Sunday. Sunday service will be to and from Concession St., Galt.

## AGENTS

The Daily Courier can be purchased from the following:

CENTRAL

STEDMAN'S BOOK STORE, 160 Colborne Street.
ASHTON, GEORGE, 52 Dalhousie Street.
JOLLY, D. J., Dalhousie Street.
PICKELS' NEWS STORE, 72 Colborne St.
STEWART'S BOOK STORE, 72 Market St.
SIMON, W., 311 Market St.
WICKS' NEWS STORE, cor. Dalhousie and Queen Streets.
HARTMAN & CO., 230 Colborne St.

EAST WARD

SHEARD, A., 433 Colborne St.
AYLIFFE, H. E., 330 Colborne St.
BICKELL, GEORGE, corner Arthur and Murray Sts.
FREEBORN, A. A., 109 Elgin St.
BIGINBOTHAM & CAMERON, 379 Colborne St.
LUNDY, J. B., 270 Darling St.
MILBURN, J. W., 44 Mary St.

NORTH WARD

KLINKHAMMER, LEO J., 136 Albion St.
LISTER, A. A., 73 William St.
McGREGOR, J., corner Pearl and Richmond Sts.
PAGE, J., corner Pearl and West Sts.
TOWNSON, G. E., 109 William St.

WEST BRANT

MORRISON, F. S., 179 Oxford St.
WAINWRIGHT, H., 121 Oxford St.

TERRACE HILL

McCANN BROS., 210 West St.
MALLENDIN, C., corner Grand and St. George Sts.
PICKARD, R., 120 Terrace Hill.

EAGLE PLACE

MARX, MRS., 80 Eagle Ave.
WILLITS, N., 85 Emily St.
KEW, M. & J., 15 Mohawk St.

HOLMEDALE

SCRIVNER, W., corner Spring and Chestnut Ave.

## No One Was Killed at Internment Camp

Ottawa, May 17—That the report from Cochrane as to the outbreak at the internmemt camp at Kapuskasing "was grossly exagerated," was the statement yesterday by the officer in charge of internment operations here. A despatch from Cochrane reported one killed, nine wounded, four of them fatally, and several injured. According to reports received at Ottawa later, no one was killed, but eight were slightly wounded.

The prisoners attacked the guard and were repelled at the point of the bayonet. The outbreak occurred last Friday, and General Logie of Toronto, is now on the scene conducting an enquiry. His report is not expected for a few days. A wire from the camp reports that all is quiet and that no further trouble is anticipated.

# TOWNSHEND SAW THIS WAR COMING FOURS YEARS AGO

## Forecasted Accurately Form of the Struggle in the Continent.

## ATTACHED TO FRENCH NATION

## Ancestor of His Fought With General Wolfe at Quebec.

According to a writer in the London Daily Mail, General Townshend, who surrendered to the Turks at Kut-el-Amara, with almost uncanny prescience, actually predicted the date of the outbreak of hostilities, and many of the events that have occurred in the present war. He says:

"Four years ago, when the possibility of war with Germany was derided as empty talk, he not only knew that it was inevitable, but he predicted that it would break out suddenly in the autumn of 1914.

"He spread out a map on the table in his rooms in Paris and traced out the course which the opening stages of war would take. This was to his friend, George Grossmith, who was in Paris playing with Rejane at the time, and Mr. Grossmith is an amazed witness to-day to the absolute accuracy of his forecast. He told how the Germans would pour over the Belgian and Luxemburg frontiers, how their heavy artillery would batter down the forts in their way, how with incredible swiftness they would spread a wide front across Belgium, and sweep the fated country clear, making Antwerp and Brussels and Ostend in their rapid southern descent, so as to strike a great blow at the French defences while the French preparations were yet incomplete.

FRANCE TO BE SAVED.

"He even laid his finger upon the map and marked the region to which the British expeditionary force would be sent, and told how inevitably it would be outflanked and overwhelmed by numbers and forced to retreat to escape annihilation.

"He was exact also in his predictions that the first real trial of strength between the attackers and the defenders would occur in positions far behind those originally chosen and that the British troops would fight their first pitched battles in defence of the French Channel ports.

"Maybe there was nothing in these predictions of his that any other qualified and studied soldier might not and did not forsee, but there was something more than expert deductions from military and geographical conditions in another prediction that he made with confidence and conviction and which he consistently maintained, unshaken by all contrary opinions. For he declared time and again that in spite of all the German early successes, France would be saved, and saved by the new and wonderful spirit of the French people.

LOVED FRENCH NATION.

"This was more than expert anticipation. It was the insight of a prophet. He knew and understood and loved the French nation and people. He speaks French like a Parisian, his devoted wife is a French lady, he had studied French military history with an enthusiast's application, had followed French army manoeuvres, had reconstructed on the spot the battlegrounds of the past and had examined with German thoroughness the positions in which the future battles that he foresaw would take place. He was aware—he served for a time as military attache in Paris—of the weaknesses and difficulties of France and of French politics, but for all that, with the eye of faith he foresaw the great and commanding fact. Twenty months of war have proved the spirit of the French people and the morale of the French soldiers that no German mechanical superiority could overcome.

"His heart has been in France since the war broke out. The General is the great-great-grandson of the Townshend who fought with Wolfe at Quebec."

## Picking Jurymen

### Quite a Task in the Trial of W. H. Orpet for Murder at Chicago.

picking jurymen
By Special Wire to the Courier.

Chicago, May 16—Examination of veniremen in the trial of W. H. Orpet, Wisconsin University student, charged with the murder of Marion Lambert, Lake Forest high school girl, last February, was continued today at Waukeegan. Three men were tentatively accepted as jurors yesterday, the first day of the trial. Judge Donelly, before whom the case is being tried, expects to decide to-day whether Orpet's lawyers can examine 60 letters which passed between the accused and Miss Lambert.

Frank Carmody, a Fair Haven, N. Y., farmer, owes his life to a wooden leg. He fell into the Oswego River and for half an hour the leg kept him afloat.

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Ask for EDDY'S "TWIN BEAVER"

## Brantford Clearing House Association

## NOTICE

As a War measure, all the Banks in Brantford will conform to the practice in other large cities, and on and after the 10th of June, 1916, until further notice, announce the following:

Office hours 10 a.m. to 3 p.m.
Saturday 10 a.m. to 12 noon

Such a large number of Bank men have enlisted, and continue to enlist, that it is increasingly difficult to keep up the office work.

The Banks will be very grateful if the Public will assist them to meet these War conditions by doing their Banking early in the day—in the forenoon, if possible.

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HOW MANY MILES Are There in a Gallon of Gasoline?

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When you buy a "McLaughlin" Six Cylinder Valve-in-Head Motor Car you not only get the last word in comfort, style, power and speed, but we guarantee that you get an automobile which will give you THE HIGHEST GASOLINE MILEAGE.

It is an admitted fact that the McLaughlin "Valve-in-Head' Motor does give 15 per cent. more power than any other type of gasoline motor, which means 15 per cent. more mileage per gallon of gasoline.

This is not a theory but a fixed engineering principle resulting from the perfecting of the "McLaughlin" Valve-in-Head Motor. Hundreds of users of "McLAUGHLIN" Valve-in-Head 45 Horse-power cars give evidence daily that they are getting 22 miles or more per gallon of gasoline while touring with full passenger load, and many users report over 26 miles per gallon.

REMEMBER, COST OF OPERATION IS A PART OF THE COST OF YOUR CAR.

With the price of gasoline going up, the proven economy of the "McLAUGHLIN" Valve-in-Head car should make it the preference.

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Particulars from any Canadian Pacific Ticket Agent, or write W. B. Howard, District Passenger Agent, Toronto.

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