

THE COURIER

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Monday, January 12, 1914

INAUGURAL MEETING

The opening address of Mayor Spence at the first meeting of the City Council is just what citizens who know him expected. It is business-like and to the point, and shows a clear headed grasp of municipal needs.

Although, politically speaking, the aldermanic board stands at fifteen to one, it will be noticed that no effort has been made to take advantage of that situation.

Mr. Thomson, city auditor, Mr. Dowling, county auditor, Judge Hardy for the Library Board, Mr. Preston for Hospital Board, Dr. Hart for Collegiate board, are all Liberals. This non partizan course shows the proper spirit, and will be heartily and generally endorsed.

A SUCCESSOR.

Liberal papers have not hesitated to speculate upon the successor to Sir James Whitney. The good taste of such a course, at the present time is somewhat open to criticism, although men in public life are not immune from such things.

The names mentioned are Hon. Mr. Hanna, Provincial Secretary; Hon. Adam Eeck, Minister of Power; Hon. W. H. Hearst, Minister of Lands and Mines and Hon. I. B. Lucas, Minister without portfolio. Of these Hearst, who represents Sault Ste. Marie is obviously not to be considered at this time. He is a young man of excellent parts but a comparatively new comer.

Hon. Adam Beck has many admirers and he thoroughly deserves them, because of his great work in connection with Hydro-Electric, but it is no disparagement to say that his personal attributes do not approach those of Hon. Mr. Hanna. That gentleman is the possessor of exceptional abilities, and that he, moreover, has the gift of initiative even to a radical extent, has been abundantly demonstrated by the inauguration, and carrying out his Prison Farm scheme. He has been a tower of strength to Sir James and in addition to fine oratorical abilities, he is a man of very broad views and has a thorough grasp of Parliamentary procedure.

Should it become necessary, Whitney's mantle could not fall upon any worthier shoulders than his.

THE CANADIAN SENATE

A Courier reader asks this paper to give some details with reference to the above body.

Under the Act of Confederation, this chamber when it possesses a full complement, has 81 members. They must be at least thirty years old before appointment, and possess property qualifications. Their sessional allowance is \$2,500 per annum, and they have passes upon all Dominion Railways and steamer lines. Their selection is nominally vested in the Crown, but in reality they are chosen by the political party which happens to be in power in the House of Commons. Thus, when Laurier acceded to office in 1896, the upper chamber, after eighteen years of Conservative rule, was preponderantly Tory, while chiefly owing to death, during a Liberal reign of fifteen years, it became just as much the other way.

A Senator can absent himself entirely during one session and still draw his sessional allowance and remain in good standing. If he is absent two sessions in succession he automatically loses his seat. For the most part they are men well advanced in years. Sir Mackenzie Bowden,

for instance, has passed his ninetieth milestone. Senator W. J. Macdonald has been there 43 years, Senator Power 37 years, and so on.

The Senate powers are very great, many think too much so for a body not elected by the people, or in any sense amenable to public opinion. They have no elections to face, and therefore have no concern about pleasing the voters, or any fear of a calling to account at the polls. They have co-ordinate powers of legislation with the House of Commons, except in the case of revenue, taxation, or money bills. These they cannot initiate, or amend, but if they see fit can reject entirely. Among other things what they have done since Borden came into power, in 1911, has been to throw out a good roads bill, the naval bill and other measures. This action they took at a nod from Laurier, who hoped by such a fatuous and unwarranted course to embarrass the Administration. He hasn't done that, but he has succeeded in temporarily preventing useful and warranted legislation from passing into law. In the absence of a change in the constitution, placing membership on an elective basis, say for a term of years, the present undesirable condition of having these irresponsible members thwart the will of the lower house at the say so of a disgruntled ex-Premier, can only be checked by the levies of time. This may sound like a harsh statement, but it is a true one.

SOME INTERESTING FIGURES.

The Canadian Year Book for 1913 issued from the department of Hon. George Foster, Minister of Trade and Commerce, as usual is full of interesting data with regard to the progress of Canada.

It contains among other things corrected returns of the last census from which it appears that at the time of its taking the total population stood at 7,206,643, representing an increase of 1,835,328 since the previous census of 1901. For the period covered the rate of increase was 34.17 per cent, the largest in the world, and mainly due to the volume of immigrants. The countries next in order in respect of the percentage rates of increase during the same period were: New Zealand 30.05, the United States 21; Germany 15.2; Holland 14.8; Switzerland 13.2; Denmark 12.6; Belgium 10.9; Austria 9.3; United Kingdom 9.1.

Ontario and Quebec continue to be the most largely populated of the nine Provinces, the former with 2,523,274 inhabitants and the latter with 2,003,232. None of the other Provinces have yet reached the half million mark; Saskatchewan is the largest with 492,492.

As an evidence of the vast amount of territory yet to be settled it is noticeable that Canada's population works out at 1.03 persons per square mile. In the States the figures stand at 30.60.

By the revision of boundaries not long ago, Manitoba received 178,100; Ontario 146,400 and Quebec 354,961 of additional square miles. This makes Quebec the largest province with Ontario second and British Columbia third.

NOTES AND COMMENTS.

A despatch from the States gravely announces that Taft has lost in weight. Well, didn't the result of the last Presidential contest show that?

During 1913, the trade of Canada increased by \$210,000,000 over 1912, itself a banner year. Johnny Canuck has struck his stride and he intends to keep it up.

A Grand Trunk Conductor couldn't get time off for his wedding, so he was married at Niagara Falls, N.Y., between trains. To make the thing appropriate he should have secured one of the yard staff to do the coupling.

The practice of holding the first meeting of an incoming Brantford City Council in the morning is one which should be abandoned. The plan is unnecessary and often most inconvenient to Aldermen. The inaugural should take place at night the same as the other regular gatherings.

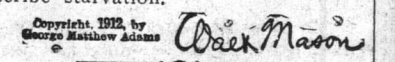
Ex-Premier Bond of Newfoundland has retired from public life. His main reason seems to be that he did not like cooling his heels in the shades of Opposition. He should have taken pattern by leader Rowell of Ontario, who is looking forward to years of wandering in the wilderness with apparent composure.

The State of Wisconsin is finding it difficult to enforce the law making it compulsory for those desirous of marriage to first undergo a physical

and also a mental examination. Reasonable care is of course desirable with regard to union but an astonishingly lot of notable people have in the world's history sprung from people who could not pass an inspection board. Lincoln is one illustration of that fact. His father and mother were both shiftless and came of undesirable stock. In his own brief biography he relates: "My parents were both born in Virginia, of undistinguished families—second families perhaps I should say." Other similar examples might be given with regard to the progenital origin of some of the world's greatest figures. In reality it is more largely true that notable parents fail to have distinguished offspring than that unnotables don't and can't.

Dieting

When ailments through your system buzz, and aches are running riot, the first thing that the doctor does has reference to your diet. He asks you what you like to eat, his face all stern and wooden; you tell him fish and fowl and meat, and pie and cake and pudding. "Cut out all that," you hear him say; "no wonder that you totter! You'll eat a bran mash every day, and nothing drink but water. No matter what my trouble is, when I go to the sawbones, he hands me out the same old biz from grim, unyielding jaw bones. "Cut out the pie, cut out the cake," I always hear him mutter, "if you would shed your pesky ache, cut out the cheese and butter." I diet for the jumping gout, I diet for lumbago; I have to cut the good things out, and live on rice and sage! I'm fond of grub that's good and rich, that in the stomach's tingles, but I must diet for the itch, and diet for the shingles. I'm living now on horse's fare (that's what I weep the briny) attempting to restore some hair to my old scalp so shiny. I wonder why the blooming doc don't change their medication? They now accept a patient's rocks and then prescribe starvation.



With the City Police

Arthur Greenlaw got drunk at a little party held on Saturday evening and after the pleasant affair got mixed up and found himself in the wrong room to the astonishment and discomfort of a lonely female inmate. She screamed and her husband arrived on the scene and detained the intruder. Greenlaw, penitent, was fined three dollars for his mistake.

A story of domestic infelicity came before Magistrate Livingston this morning when a woman charged her husband with assault. He, looking honest and straightforward, gave a story typical of many immigrants experience during their first year's residence in this country. He had immigrated to Canada over a year ago and had prepared a home for his wife's arrival. When she arrived she found a home of which he claimed he was proud. She was dissatisfied and the trouble began. On this occasion he admitted having struck her, under great provocation. He claimed that his wife was not spotless.

She, in the box, gave her evidence with the glibness of a woman accustomed to a lengthy flow of language. Even in the court she declared her husband was a wicked man, and her nagging proclivities were quite apparent. Time after time she interjected in a very provocative manner. The magistrate thought that the assault was exaggerated, and both parties agreed to a separation order, which the magistrate eventually made, ordering the man to pay his wife six dollars a week from Friday first. To this she cheerfully consented.

Abolishing Pauper Dress

A very interesting project is on foot amongst the guardians of the Middleton Union, namely the introduction of ordinary children's clothing instead of the distinctive garb in which the workhouse school children are attired. The idea is to abolish the distinctive pauper uniform heretofore worn by the children of the institution, so that they may no longer be branded as child paupers.

Church Burned Down

The Catholic church at Balkinlough, near Castlereagh, Co. Roscommon, has been destroyed by fire. It had been locked up in the usual way by the sexton, and the flames had taken complete hold of the building before the outbreak was discovered. The beautiful edifice was completely gutted. It was erected only fifteen years ago at a cost of about £6,000. The fire is attributed to accident.

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Airman's Sad Fate

Mr. Robert Slack, the well-known Hendon aviator, was killed on Sunday afternoon in a motor-smash on the Watling Street, close to the village of Radlett, Hertfordshire.

He was driving a small American car, and came to grief on passing what is locally known as Motors Bridge, on account of its notoriety in connection with motor accidents. Mr. Slack and three friends, Mr. Geoffrey Gold, of the Pantheon, Oxford Street, London (the owner of the car), M. Du Forbier, of Hendon, and M. Jules Teulade (one of M. Blierot's pilots), were motoring towards London and nearing High Bridge, where the road turns awkwardly. Mr. Slack steered his car sharply to the left to avoid a corner when one of the back wheels collapsed and the car turned upside down. Mr. Gold and M. Forbier were thrown clear of the car, but Mr. Slack and M. Teulade were pinned underneath. The last-named extricated himself easily, but when help arrived Mr. Slack was found crushed to death, with his steering wheel resting on his chest. The two Frenchmen were slightly bruised, but Mr. Gold escaped unhurt.

Mr. Slack, who was at the wheel, approached the bridge at a speed given by two of the passengers as

twenty-five miles an hour. The road on either side of the bridge is fashioned after the letter S, with the bridge itself as the central line. Across the bridge the roadway narrows considerably. From the direction in which Mr. Slack approached the sharp bend on the opposite side the bridge is concealed.

Autographs on Plane

Mr. Slack went along the first bend without trouble; also the narrow passage across the bridge. When he attempted to bring the car round the second bend, however, the back wheel must have got over the edge of the road. The car turned completely over into the ditch. Mr. Slack and M. Jules Teulade being pinned beneath it. Some telephone poles were lying in the ditch, and it is believed that Mr. Slack struck these violently with his head.

Mr. Slack was one of the most popular of professional airmen, and the news of his untimely death will be received with great regret by many. One of his notable performances was a tour of Great Britain in the summer of last year, when he flew 1,000 miles on a Blierot monoplane, subscribed for by students of the International Correspondence School. He visited Leicester, Nottingham, Sheffield, Leeds, Newcastle, Glasgow, Blackburn, Manchester, Liverpool, Birmingham, Cardiff and Bristol.

The machine on which this flight was accomplished was afterwards presented to the War Office, when

he finished his flight at the Hendon aerodrome it was noticed that the planes of the machine were covered with autographs of hundreds of people in all parts of the country. During this tour neither the airman nor his machine met with the slightest accident.

Born at Nottingham twenty-seven years ago, Mr. Slack was apprenticed to motor engineering, and spent about nine years in Nottingham and Glasgow before taking up flying. He was married. One of his best feats of airmanship was performed last June, when, in the face of fierce winds and rain, he flew from Paris to London.

The coroner's inquiry was held on Tuesday. The jury found that Mr. Slack met his death from shock in consequence of his injuries he received, and that the excessive speed of the car caused it to overturn, the dangerous condition of the road being a contributory cause of the accident.

"Not Fit for Pigs to Live in"

A tenant of one of the cottages of Carrick-on-Suir Rural District Council, stating, "If you will repair my cottage for me before the real black winter comes, I will pray for you all the longest day ever I live, although I know it will come hard on me. (Laughter.) My house is not fit for pigs to live in. If you don't repair it, I will pay no rent, and it will fall down."

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Nine horses were cremated in a stable near the Montreal Stock Yards last loss, \$20,000.

CITY

Married on Saturday On Saturday Rev. Dean Brown and Rosa Sharkar were

Story Hour. The subject of the Public Library is "The Prairie Path" by and on Thursday "The Prairie Path" by

With the Farrington. At the meeting of the Debating Society on the subject of "The limiting of Ash to a fixed number per acre, creating the loss of \$1,000."

Only One Award. Parties to the property of Col. A. seem anxious to get payment of the award that in some Muir property had arbitrators in the V have not arrived at a

Went To Town Out. Mr. William Benn known stock broker, tersby, were thrown on South Market Street when the run-down Bennett car with Mr. Battersby fell. No other damage was net recovered his team the run out of the drive.

Paris Defeated. Friday evening in Institute gymnasium, ketball team defeated School 22 to 23. The was: McDonald, Wood, and Sweet, on defence. Lyle, on the second. The liminary game between A. juniors and the C. day club, which resulted the C. M. C. A. team

Appointed Manager. Mr. J. F. H. Wye years manager of the Electric Light Company, pointed organizer and Ontario Safety League. Mr. Wye has been the Ontario Railway Board for a number of years with safety makes his choice as the safety League is for an aggressive car Toronto and through

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