

## THE COURIER

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Thursday, September 4, 1913.

## LET THERE BE LIGHT

In view of the attacks which have been made so consistently on the Hydro Electric project in Brantford, since the very inception of the scheme, it is probably well that those who are engaged in inaugurating the system in this city should look forward to similar attacks in the near future. Only recently, a veiled attack on the Brantford Hydro Electric department was made under the guise of "barbarity to trees," and so on.

The Courier understands that the cost of lighting Brantford streets under Hydro Electric will be heavier in the aggregate than under the present system of Western Counties.

At present there are 208 arc lights distributed throughout the city. Under the Hydro Electric as it is now being installed, there will be 151 magnetic arc lamps, greatly superior to those lamps now in use, right in the business section of the city. That number is more than half the total now in existence. Besides that, every other street in Brantford under the new system will have Hydro bracket lamps distributed every 100 feet.

Those who desire to stay in darkness may well continue their attacks on the Hydro Electric project—but those who believe in having a well-lighted city and getting full value for the money spent, will have no serious objections to raise, even if Hydro Electric does cost a little more in the total.

## LAURIER AT HIS OLD TRICKS.

Sir Wilfrid Laurier is at his old tricks. The opportunist who flings his hands to heaven, and calls upon the people of Canada to bear witness that he is the Prince of Conciliation, went down to St. Hyacinthe the other week and appealed for support to the French-Canadians of the Province of Quebec—because, forsooth, he was of the same race and creed as they. It is easier for a leopard to change his spots, or for Hon. Frank Oliver to sing the National Anthem, than for Laurier to cut away from this miserable business of appeals to race and creed. On the slightest opportunity he casts aside his mask of Conciliation, and stands revealed as the Demagogue. "Anything to beat Borden," is his slogan, and therefore he calls upon his compatriots to vote on racial lines.

When Laurier by his servile majority in the Senate—majority which he created—prevented Canada from taking her share in the naval burdens of this Empire, and from playing a man's part, he proved that his much vaunted affection for Britain and British institutions, was a mere pretence. By his action he alienated the sympathy of the vast majority of loyal Canadians, who believe we should do something more to show our appreciation of the privileges of Empire citizenship, than by making speeches about it. And on the very first occasion Laurier tells the people of his native province that they should support him—not because of any progressive policy he has to offer, but merely because he is one of themselves. Could anything be more paltry or petty? It is the same old game, and like all games of that nature, it will be lost in the end. The people of this great Dominion are not to be led away by the frantic appeals of a vainglorious and defeated politician.

## GOVERNMENT TACKLES DIFFICULT PROBLEM

The government is preparing to carry out a scheme of prison reform in Canada and the first step taken is clothed with authority to investigate the whole question of prison administration in Canada. The commission consists of Geo. M. MacDonnell, K. C., of Kingston; Dr. Frederick Ethrington of Kingston, and J. P. Downey, superintendent of the Ontario Orillia asylum.

The commission will look into modern methods of handling prisoners with a view to finding some system whereby the reform of the convict may be effected and yet mitigate the suffering to which those dependent upon him are now inevitably subject.

Another plan which suggested and which will be inquired into is one whereby the first offender will not be confined with the hardened prisoner. It is claimed that the present plan instead of reforming only makes a still

worse criminal of the man who is sentenced for a first offence for a short period.

Much has been accomplished by the Ontario government with its prison farm at Gosport and that plan will be investigated. It is the intention of the government to try and formulate the most modern, the most merciful and the most practical method of prison reform available.

Many cases have in recent years been drawn to the attention of the government where the innocent, dependent on the prisoner have suffered terrible hardship through the head of the household being confined to prison. The suggestion is made that some means be devised, whereby without injustice to the labor world, prisoners could be employed in some way, the earnings could be turned over to the dependents while the prisoners at the same time would be learning a useful trade.

## NOTES AND COMMENTS.

Canada has declared that there will be no reciprocity—not even in Thaws.

What have you done with your summer savings?

That will be some job at Lorne Bridge and it will be interesting to watch its progress.

What is bothering Liberals a whole heap these days is whether East York will be another North Grey.

The police in Dublin are charged with brutality in the recent riots there. We remember riots when the police couldn't get upstairs fast enough.

Holmedale should congratulate itself that it is not to have a high railway embankment of the Grand Trunk cutting that growing section in twain.

Perhaps the reason why there has been little doing in a local option way in Brantford is because of the big all Canada temperance campaign mooted in Toronto yesterday.

The schools have reopened and the Brantford trustee officer is on his vacation. If the officer isn't on the job, some of the youngsters are hardly to be blamed for prolonging their vacation.

Harry Thaw, for once in his life, did not want to break jail. That was at Sherbrooke, but the law broke it for him, and the immigration authorities will do the rest. By all means get the paranoic out of this country.

If the New York papers pay all their attention to Mayor Gaynor in the shape of ridicule of that picturesque character, the people will not know that anybody else is running. It pays to advertise, no matter what they say about you.

Owing to disgraceful road conditions, Brantford Township's Council will abolish statute labor. It is alright to break down a system, but will the Council spend the money to make those roads right? If Brantford township roads were a reflex of Brantford township industry and progress, the municipality might well be buried in the innermost recesses of the pagan district of Tuscarora.

Particularly gratifying to Brantford, which is the hub of the agricultural implement industry, is the report from Mr. R. H. Reville, formerly connected with this paper, that the record crops out west this year will soon remove any fear of a financial crash, which has been suspected by a conservative east. Mr. Reville has been over 3,000 miles of territory and should know whereof he writes. It means a lot to Brantford.

Holmedale residents, satisfied at last that that section is to receive railway connection, were particularly interested in The Courier announcement last evening that there was to be no Grand Trunk line cutting across one of the best residential sections of the city. Had Holmedale residents waited for the Grand Trunk to build, it is the opinion of many, that Holmedale would have starved. As it is Holmedale per capita has had more building in the last three years, than any other section in the city. This is the statement of a heavy ratepayer of the district.

A Bright Child. Montreal Telegraph: For politeness this little girl should take first prize.

A school director was calling on a prominent Montreal woman one morning not long ago on school business, and as the interview was at an end he encountered her little girl playing in the hall. She rose politely and opened the door for him. "Thank you," said he. "I am sorry to give you so much trouble." "Oh," she answered with a bright smile, "I am only sorry I am not letting you in."

## FLYING BUSINESS TRIP WAS DELIGHTFUL ONE

Mayor J. S. Hamilton Writes Interesting Article on Recent Five Weeks Journey to the Old Land.

Dear Courier,—I am writing you some notes made during a five weeks' trip from Montreal to Glasgow and returning home via Liverpool. St. Johns, Newfoundland, and Halifax.

On July 12th, at dawn, the Allan steamer the Scandinavian, formerly the White Star steamer Romanic left its dock at Montreal. This vessel is the largest vessel sailing from Montreal, and is what is called a one class cabin steamer; this means that the cabin fares range from \$47 to \$80 according to location of cabins, but all have equal saloon privileges. As this steamer has cabin accommodation for five hundred passengers, and had only about half that number, I was fortunate enough to have a cabin to myself. As to the deck accommodation, there are few steamers which surpass the Scandinavian, and as to the meals they were good and well served. I was surprised to find that fully one half of the passengers were from the United States, showing that the Allan Line has become popular with our American neighbors. Our passengers were very pleasant people, and the jolliest of them were two parties of young ladies, about twenty-five in all, who were having their European trip on account of being prize winners for subscription for a Calgary and a Pittsburg newspaper.

One interesting passenger was a young lady connected with the Salvation Army, who was returning from Vancouver after taking out a party composed of domestics and wives and children of men who had located in the Canadian West, these men desirous of bringing out their families, paid a proportion and the Army advanced the rest on loan. The young lady stated that she had brought out sixteen parties, and that so far the results had been very satisfactory.

The second night out, we ran into a fog, the steamer slowed down to half speed, and the fog horn sang out its regular and doleful notes. The fog horn is not a pleasant sound, but it gives one confidence that the captain and the officers are using the necessary care in navigating their vessel. During the night I awoke and found our engines had stopped, and in the morning was told that we had stopped for six hours. The first officer told me that the fog was very dense that there was danger of ice, that the captain never had an accident, and did not mean to break his record. Three times during the voyage we stopped on account of fog. The sea was like a mill pond all the way, and on the morning of the 20th it was bright and clear, and the passengers were fortunate in having fine views of the Scottish coast and the Clyde.

At four p.m., we arrived at Greenock, where we had to remain for seven hours on account of the tide. The next morning we were lying in the dock, had an early breakfast and left the ship at eight o'clock. It was a dull time to arrive at Glasgow, as the annual Glasgow fair was on, and commences on Friday, at noon, and lasts until the following Tuesday morning. Only hotels, restaurants and the smaller shops are open. As there was nothing to see in Glasgow, a fellow passenger, the Rev. Mr. Gairdner, an Anglican clergyman of Rochester, N.Y., decided to spend the day with me in Ayr. It rained just enough to make the trip unpleasant, but we made the best of it. On arriving at the station, the first object seen was a fine statue of Burns, a great wreath of roses was suspended below the figure, and we were told that the reason was that it was the anniversary of his death, August 21st. We visited the old Tam O'Shanter Inn, and further on and saw the Wallace Tower, then crossing the old Brig of Ayr, we took a car for Alloway. The fare was two pence. Here we saw another Burns' monument, and paid two pence admission. There is a very

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his bride of three weeks. He had been stationed at Hebron, about eight hundred miles north of Battle Harbor, but was now going farther north to Cape Chidley at the mouth of Hudson Straits. His district extends for about one hundred and fifty miles each way from his post and there were about three hundred people. He acted both as missionary and medical man.

The Moravian Society have a small steamer called the Harmony, which makes yearly trips to England taking over a cargo of fur and fish and bringing out supplies. The company sells furs for the natives and supply them with necessities which they are expected to pay for.

He stated that the Esquimaux were an honest people, but were steadily decreasing in numbers. The most interesting cold he had experienced, was seventy-five below zero. With all the fire he could get in his house in the coldest weather in winter, the temperature would be about ten degrees above freezing. Whiskey and kerosene froze solid and to thaw out, it had to be put beside the stove. They get a mail twice a year but hope it will be more frequent if Canada establishes a steamship line to Hudson's Bay.

With the exception of occasional fogs the sea was calm and the following Saturday evening we were along-side the dock in St. John's, Newfoundland. The steamer lay here for three days loading and unloading cargo which gave an opportunity for passengers to take some of the fine drives around the city. Adjoining the wharf is situated the Seaman's Institute erected through the efforts of Dr. Grenfell. It is a fine four storey building, cost \$120,000 and was opened last December. The object is to provide a comfortable place at cost for sailors and fishermen from the out ports. It contains eighty bed rooms, dining, reading and wash rooms, a large swimming pool and has a hall, seating three hundred. There is a six-hole billiard room and howling alley. No expense has been spared in making the building complete and it

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Magazine for  
Fall is Here

## New Arrivals

New Coats, New Silks, New Dress Fabrics,  
New Coatings, New Trimmings, New Silks,  
New Laces. We invite your inspection of  
our NEW FALL GOODS.



## New Fall Coats

In our ready to wear department on the second floor, will be found one of the most beautiful showing of new Fall Coats that has ever been shown in the city.

The new coat for the Fall season has a distinctive style of its own.

You will find this season that the separate coats are principally composed of material that has the appearance of weight, but and two-tone effects; Rattens, etc., etc.

still is light. Coats will be found in Burl cloth, Velours in plain  
PRICES RANGE FROM \$10.50 to \$50.00

## New Fall Suits

It is impossible for us to attempt to describe to you the beauty of the new fall suits; any attempt of ours would fail to impress you of their exclusiveness.

Our showing is complete in every respect.

We have paid particular attention here and our buyer has missed nothing in the desire to cater to your needs for fall.

5000 yds.  
of New Fall  
Velveteens  
Just Arrived

We have just passed into stock 5,000 yards of colored velveteens and corded velvet in all the new shades for fall. The quality this year surpasses any previous year. We ask you to compare our 50c and 60c qualities, especially as our experience tells us they are exceptionally good.

Prices Range 50c up.

## NEW FALL MATERIALS

For the past two weeks we have been receiving the highest comments on our showing of NEW FALL materials and cloakings, and it is most gratifying to us to know that our efforts to please are so much appreciated.

We are showing whipcords and bed-fords in plain and two-tone effects from 50c to... \$1.95  
Eporges, Rattens, silk Vinoot crepes, etc., in all the new fall fall shadings from \$1.25 to \$3.00

Our showing of fall coatings is the largest and most exclusive and the prices you will find are attractive prices, ranging from \$1.50 to \$3.75

## NEW SILKS AND VELVETS

Silks and velvets this season will play a more prominent part in the selection of "My Lady's" wardrobe than heretofore. Couche velvet, silk velour, broad-cloth velvet and plush, are among the fine fabrics; while "satin grenadine," "crepe," and "crepe meteor," two-tone Bengaline caprice, "satin cote," and broad-cloth silks are shown in soft materials.

New  
Fall  
Corsets

Madam—The new fall corset models, are now here.

In justice to yourself it is imperative that your fall garments be fitted over the very latest models to insure you of correct lines, which is most essential.

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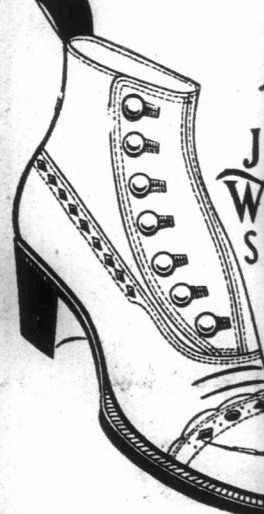
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