

THE COURIER

Published by the Brantford Courier Limited, every afternoon at Dalhousie Street, Brantford, Canada. Subscription rates: By Carrier, \$4 a year; by mail to British possessions and the United States, \$3 per annum.

WEEKLY COURIER—Published on Saturday at \$1 per year, payable in advance. To the United States 50 cents extra for postage.

TORONTO OFFICE—Queen City Chambers, 32 Church Street. H. E. Smallpiece Representative, Chicago Office, 745 Marquette Bld., Robt. E. Douglas, Representative. Editorial...276 Night...452 Business...139 Night...2056

Wednesday, May 22nd, 1918

THE SITUATION.

The allied forces are still waiting for the German blow, not with their eyes shut by any means, but with calm confidence that the offensive, although it will prove tremendous, can be held.

Meanwhile the British have recorded a gain in the Lys area and have repulsed heavy local attacks.

The German steel flyer which was to withstand all assaults has already been brought down by a French aviator. The machine was found to carry six machine guns operated by two gunners.

It is reported that Turkish troops at Aidin, Asia Minor, have mutinied. On top of that two thousand troops sent to quell the disturbers have now joined in with them.

W. F. COCKSHUTT AND THE RAILWAY SITUATION

Hansard thus reports the recent speech in the Dominion House of the member for Brantford on the above subject:

Mr. Cockshutt—At this late hour I have only a few observations to make and I shall try to confine myself to about fifteen minutes. I have taken a good deal of interest in the railway question and as I listened to my right hon. friend the Prime Minister (Sir Robert Borden) presenting the case of the Canadian Northern I felt that it was one of the most masterly expositions of the financial side of the railway question that I had ever heard in this House since the beginning of the session. The railway situation certainly does not present a rosy appearance. But, in the meantime we must view these things as they are and not as they would like to see them. Both political parties have gone very far astray on this railway business. A third transcontinental railway should never have been built in this country for at least fifty years. But we went into it with our eyes open, or at least a large part of the people did. The first election that I went into as a candidate for a seat in the House of Commons, I was in opposition to the building of the Grand Trunk Pacific and the Transcontinental Railway. I got a very narrow majority, it is true, but I fought the election on that issue and I am thankful to-day to be able to say that I was opposed to this project from its inception. I looked upon it as a waste of money. But it went on and the country has assumed proportions that were never dreamed of in those days. But, we cannot now go back upon it. We are involved in the expenditure, the money has been spent and we have to make the best of the situation. It has, to say the least of it, imposed a staggering, colossal indebtedness upon the people of Canada. The war is looked upon as a tremendous enterprise, and so it is, but my hon. friend from East Algoma (Mr. Nicholson) has shown that in order to nationalize the railways of Canada we would have to pay practically twice as much as we have spent in the war, or twice \$1,000,000,000. I think my hon. friend placed the total railway capitalization of the country at \$2,100,000,000. At all events, that is within the mark. It will cost \$2,500,000,000 to take possession of all the railways in Canada and to provide for the indebtedness in connection therewith. One thing I give my hon. friend great credit for is the statement with regard to the financial position of the railways of Canada which he has placed on Hansard to-night. I think he must be a practical railway man. I have received a great deal of information from the splendid address which he has given. It stands out in striking contrast to the speech delivered from this side of the House by the hon. gentleman who preceded him. I think the statements placed upon Hansard by the hon. member for Springfield (Mr. Richardson) are the most lamentable I have heard made in this House on any great question. My main reason for rising to-night was to try and say a few words to combat what has been placed in Hansard by the hon. member for Springfield. If that hon. gentleman knew one-tenth as much about railways as he thinks he does I should not have spoken to-night, but I feel convinced that the bulk of what he has placed on Hansard will not bear inspection on the part of any business man as being a fair statement of the railway situation.

The Prime Minister has informed us that the Canadian Northern railway has a total liability of \$433,000,000. It is said to be worth according to the figures the Prime Minister gave us \$518,000,000; so that it should have a balance on the right side of about \$85,000,000. Of the two propositions the Canadian Northern and the Grand Trunk Pacific, the chances of the former paying are one hundred-fold better than the latter, in my judgment. My hon. friend from East Algoma has shown that it has the lowest capitalization per mile of any railway upon this continent. That is something in its favour. Of course, it is not up to standard. We admit that. My hon. friend has submitted figures showing that \$60,000 per mile will bring it up to standard whereas up to the present it has cost about \$45,000 per mile. It is admitted by all who know

the railways of Canada that the best-placed railway, as far as the West is concerned, is the Canadian Northern with its branches. In saying that I am not saying anything disrespectful of the Canadian Pacific. The first speech I ever made in my public life was in favour of the building of the Canadian Pacific, and carrying out the bargain that we had entered into at Confederation—because it must not be lost sight of that the Canadian Pacific was built to redeem the promise made at Confederation that we should link up with British Columbia. That was a bargain just as much as the Intercolonial was a bargain with the people of the East and that must always be borne in mind. The hon. member for Springfield asserted that we paid far more out of the coffers of the Dominion than we should have paid for the Canadian Pacific. I am not going into that; it is ancient history. But I do agree with him in that. We have the finest transportation system in the world, bar none, in the Canadian Pacific. All honor to the men who put it through, all honor to the men who conceived the idea and successfully built that road, and all honor to the present management who are administering it with an efficiency that few railways in the world have attained.

But we have to face the position as we find it to-day, and the Canadian Northern Railway is being taken over by the Government. I know that my hon. friend is very impatient because the road is not already administered by the Government, or by some commission appointed by the Government. But we must wait a little, the value of the stock has still to be adjudicated upon in the courts. You cannot take possession until the price is settled.

Now, if you do, you have the road will be operating at a disadvantage and be liable to further trouble, taking possession of the road before the value is settled. We do know that \$40,000,000 of stock will not cost more than \$10,000,000—that is the limit set. Now there are a great many people who say, "That is all about it. We need not have paid for the stock." There has been too much money put into that road already by the people, and therefore we should take possession of it without giving them any more money. The slight advantage in the way of arbitration—let us just appropriate that stock and take possession. That would be a high-handed piece of business, which, in my judgment, would not be at all right. I want to tell the members of the House that a railroad, the same as any other property, is always worth the amount it would fetch under the hammer, at any rate. We have in this country a tremendous railway in the Canadian Pacific. All honor to it, and all credit, as I have said, for the way it is managed. But I am here to speak as a member of this House, and believe that I speak the feelings of the people of a large part of Canada from east to west and from north to south, after having put as much money into railways as we have done, we do not wish to see the whole of our Dominion placed in the hands of one railway company. That is what would have happened in Canada if the Canadian Northern Railway had gone under the hammer. There was only one possible buyer of that road in the Dominion and that was the Canadian Pacific Railway, who were anxious to be bought and would have obtained it, I believe, if that course had been taken. Then the people of Canada would have had a good right to shout, because after having built three transcontinental lines we are not prepared to put them into the hands of one railway company and have no competition after all the money that we have spent. Let that never be lost sight of—we could not afford to do that. Even if we lost money in taking the Canadian Northern Railway over, I believe when the position is explained thoroughly to the people of Canada, they will say that the Government is right and that we could not afford to let that system pass into the hands of the Canadian Pacific, as in my judgment, it would undoubtedly have done if it had gone under the hammer. Now that is a point that I think ought to be thoroughly emphasized. We want railway competition in Canada, the West particularly is absolutely set upon competition, and that is the reason, in my judgment, of the main thing, at all events—why the Government has taken the course it has and is keeping the Canadian Northern Railway as a separate entity, either by the Government or by a commission. I myself believe that it is possible, even with the black outlook of the tremendous expenditure that has to be incurred in connection with the railway situation, to make the railways of Canada still pay a fair dividend upon all the money that has gone into them. It is a big proposition, but I believe it ultimately can be done. Let us look at the situation for a moment. My honorable friend (Mr. Nicholson) who has just spoken, has shown you that we are carrying freight, I remember his figures, rightly, at three-quarters of a cent per ton per mile—I think that was his statement. Despite our rigorous climate, despite the tremendous force that we must exert in winter to run our railways at all, there is no country in the world—barring only the United States, and that country only in certain sections—that has as cheap freight rates as we have in the Dominion at the present time. That is something we ought to recognize, it is something to be proud of, and I think that the administration of our railways has shown that we are prepared to carry freight in a rigorous climate, where the temperature in the winter season goes down to twenty, thirty, forty and even fifty degrees below zero, and there are snowfalls anywhere from five to ten feet deep in our northern country that have to be pushed out of the way—and still in spite of all that we are carrying freight at an infinitesimal rate per mile as compared with the old countries of Europe that have as much population to the square mile as we have in a hundred square miles. We hear a great deal about the splendid administration of European railways. I have crossed the Atlantic nearly fifty times, and I have travelled on most of the

railways in Europe many and many a time, and there is not a country in the world, in my judgment, that carries passengers in as much comfort and in as reasonable a way as do the railways in the Dominion of Canada and in the United States. My honorable friend from Springfield (Mr. Richardson) told us that people travel at a quarter of a cent, I think it was, per mile in Germany. He has more knowledge of Germany than I have. If he can make that statement truthfully, I have travelled a great deal in Germany myself, I have visited that country five or ten times, and my experience was that not only did I not travel for a quarter of a cent per mile, but that it cost me a great deal more per mile to travel than it does on any of the railways of Canada. That was my experience, and if there are any other gentlemen here who have travelled much I think they can state also that they have never travelled in any country in Europe at any such charge as the honourable gentleman has spoken of, it is absurd on the face of it. Nobody who has travelled in Europe can tell me that. People have ever been able to buy railway tickets from Cook, Son & Co., who are supposed to have the lowest rates that any firm in Europe has, for travelling for any such price as the honourable member has spoken of.

OBITUARY

MRS. A. G. LUDLOW.

The death occurred yesterday morning of Mrs. A. G. Ludlow, wife of Mr. Ludlow, head of the local Assessment Department. The deceased was born at Mount Vernon, Brant County, 63 years ago, and was the daughter of Matthew Irwin of that place. Mr. and Mrs. Ludlow moved to Brantford thirteen years ago, where they have since lived, residing at 195 Murray street. Mrs. Ludlow was a devoted member of Alexandra Church, where she was associated with several ladies' organizations. Besides her husband, two sons are left to mourn her loss, Charles and Austin, of Ludlow Brothers, of this city, who will have the sympathy of many friends in their bereavement.

The funeral will take place tomorrow afternoon to Mount Hope Cemetery, from the family residence.

AMENDMENT ACCEPTED

By (Courier) Leased Wire. Washington, May 22.—With less than two minutes debate the threatened breach between President Wilson and the Senate disappeared today when a viva voce vote accepted a substitute was adopted in place of the Chamberlain resolution which the President contended was nothing less than a proposal to establish the military affairs committee, a committee on the conduct of the war.

Manitoba will produce from four to five million bushels of wheat than the average crop as a result of the "break more land" campaign.

The body of a Russian, apparently named Gluck from papers found on the clothing, was picked up by a train crew west of Iroquois.

Coles Shoe Co. for your holiday needs in footwear.

ARE BANK CLERKS?

(Continued from Page 1.) signed it, and the men had not yet returned to work.

Mr. Crothers told Hon. Charles Murphy that he had nothing new concerning the Winnipeg strike situation, but hoped to report favorably before long.

Mr. McMaster said returned soldiers are being arrested in Montreal under the anti-loafing order-in-council and was told by the Minister of Justice that the enforcement of the order lay with the municipal and provincial authorities, whose attention should be called to this.

Col. Currie in asking whether the Government had under consideration the modification of the order-in-council through which all young farmers are called upon to report for service, declared that members were receiving telegrams from all parts of the country asking that pressure be made on the Government to call the Government is contemplating such a move.

Sir George Foster replied that just as soon as an answer to the question could be given it would be announced to the House. He stated that the matter was under consideration.

A bill to incorporate the United Canadian Insurance Company of Vancouver was reported and read a third time.

HAIG GAVE HORSE TO WEARY PRIVATE

Walking While Tommy Rode

London, May 22.—During the British retreat before the German drive on the Somme, a British private, foot-sore and weary, struggled along a shell-torn road towards the rear. His horse of will was all that kept him from falling.

For several days he had been marching, snatching a few hours of sleep when the opportunity presented.

Sir Douglas Haig, commander of the British forces in France, rode past and noticed the tired soldier. Without a moment's hesitation General Haig dismounted, inched on the private taking his horse, and strode on foot until he was supplied with a new mount.

The story was told for the first time at a National Service meeting at Newmarket by Corporal Spencer, who was a witness to the incident.

TEMPORARY DICTATOR

Stockholm, May 21.—Judge Svinhufvud has been nominated temporary dictator by the Finnish diet. Judge Svinhufvud was formerly president of the Finnish diet, being re-elected to that office on four occasions. In 1910 he defied the Russian Government and refused to submit to a Russian diet. He was removed from the presidency in 1912 and later deported to Siberia by the Russian Government. His deportation aroused the Finns who, in 1915, deposed his return. He returned to Finland in 1917. During the invasion of Finland by the Germans he was active in Helsinki and during the fighting in that city made his escape and was later reported in Berlin.

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Margaret Garrett's Husband

By JANE PHELPS

NUMEROUS EXCUSES

Chapter LXI.

Bob's business had been very prosperous and I could not understand why he wanted to branch out, go into something of which he knew nothing—or of which I thought he knew nothing. We still lived in the same apartment we had taken when first married, but Bob constantly talked of buying a home—a suburban home.

"The city is no place to raise two boys," he would say when we discussed the subject. They will soon be old enough to romp and play and a boy who is cheated of the country misses so much."

Often he seemed boyishly eager when talking of a country home, and finally I began to look upon the idea with more favor than I did when he first suggested it.

"Just think Margaret!" he enthused, "we could have a tennis court, and if we couldn't have links of our own we could lease near some club where I could play occasionally. Then it would be nice for you."

I looked up quickly. Bob's tone had been elaborately casual. It was the first time he had hinted that I might like a home outside of New York. Before it always had been the boys he had considered.

Bob was out a great deal at this time, but he always had an excuse. One I suppose he considered adequate. But often I was far from satisfied, and as he talked of a country home, I wondered if he would be with me more than he was in town. I hated to leave father and mother, and I hardly knew what a day passed that I didn't see her; and her chatter about her children, her advice and assistance when I wanted to go shopping had become almost necessary to me.

If Bob had wanted to buy on Long Island I should not have hesitated.

An infant's body was found beside the Grand Trunk tracks near Myrtle, ten miles north of Whitby.

PLAY FOR CHARITY SAKE.

By Courier Leased Wire. Montreal, May 21.—Realizing the public attitude on the question, the Shamrock Lacrosse Club has decided to stay out of all commercialized sport for the remainder of the war. The club will engage only in matches for charitable and patriotic benefits.

M.S.A. DODGER SHOT.

By Courier Leased Wire. Moncton, N.B., May 21.—Lorezo Sawyer, the young Acadia, shot at Bucktonchee by the Dominion police while resisting arrest as a deserter, was operated on to-day. Digging Sawyer out of a garret of his barn, where he had barricaded himself,

armed with a double-barrelled shotgun, the police fired the trap door, putting a bullet from a 32-calibre revolver through Sawyer's body.

Notwithstanding the seriousness of his wound, Sawyer escaped from an attic window in the darkness and ran two miles to the house of a friend, where he fell exhausted from loss of blood.

BLAZE IN VILLAGE.

By Courier Leased Wire. Careyville, Sask., May 21.—Fire last night caused \$75,000 loss in the business portion of this village. Half and Jukes, Sharnock's hardware and Muldoon's livery stable are sufferers.

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THURSDAY, MAY 23rd AND SATURDAY, May 25th, THE ENTERPRISE ANNOUNCE A SPECIAL DISPLAY OF SUMMER HATS

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