

BRANTFORD DAILY COURIER.

FORTY-FIFTH YEAR

BRANTFORD, CANADA, MONDAY, MARCH 27, 1916

PROBS: Tuesday—Occasional showers.

ONE CENT

British Sea-Planes Raid the German Coast Council Decides to Back C. N. R. Extension Committee Named to Arrange Soldiers' Camp

BRANTFORD WILL NOT OPPOSE C. N. R. EXTENSION -- STORMY SESSION HELD THIS MORNING

At Special Meeting of City Council, Resolution Was Put Through, Asking Railway Committee at Ottawa to Grant Request Asked for by C. N. R.

THE RESOLUTION
Moved by Ald. Dowling, seconded by Ald. Wiley.
That this council, at its special meeting, having carefully considered the fact that the Canadian Northern Railway is asking for an extension of its charter term on the proposed road through Brantford, to Western Ontario, we consider it very much in the interests of Brantford and Brant County to ask the Railway Committee at Ottawa to give such reasonable extension to the Canadian Northern Railway application as will enable them to complete their proposed line through Brantford as early as possible, and that in the absence of Mr. W. F. Cocksbutt from Ottawa at the present time, a wire be sent Mr. J. H. Fisher, M. P. at once to Ottawa, advising him of our action, stating that a copy of this resolution is being mailed to the Railway Committee at Ottawa to the Canadian Northern Railway, and to Mr. J. H. Fisher, and asking him to act in our interests before the Railway Committee which meets tomorrow.

THE VOTE.
Yeas—Aldermen Ward, Freeborn, Jennings, Pitcher, Harp, Ballantyne, Wiley, Welsh, Dowling.—9.
Nays—Mayor Bowly, Ald. Hess, Mellen, Minshall.—4.
All present voted. All the aldermen were present except Ald. Walter J. Bragg, A. O. Secord, and P. H. Secord.

THE CAUSE OF IT ALL.
The letters and telegrams which were the cause of all the trouble are as follows:

MR. COCKSBUTT'S LETTER.
House of Commons,
Ottawa, Feb. 17th, 1916.
H. F. Leonard, Esq.,
City Clerk, Brantford.

Dear Sir,—
There has been a bill before the Railway Committee this morning No. 8, an act respecting the Niagara St. Catharines and Toronto Railway Co., in which Brantford is more or less interested as the Charter con-

tains permission to build a Radial road from Welland to Brantford. This is being strongly opposed by the Hydro-Electric Railway System of Ontario, and this led to the bill being laid over for further consideration until Tuesday next, the 22nd.

I would be pleased if you will draw the attention of the Mayor and Aldermen to the provisions of the Bill, and write me as to whether they wish to make any representations before the Charter is renewed. I enclose a copy of the bill, and hope to hear from you by early mail as to the above point. I remain,

Yours faithfully,
W. F. Cocksbutt.
MAYOR BOWLY'S REPLY.
Brantford, Feb. 21st, 1916.
W. F. Cocksbutt, M.P.,
House of Commons, Ottawa.

Dear Sir,—
Replying to your communication of the 17th inst., addressed to the City Clerk, Brantford, regarding the Hydro-Electric Railway System of Ontario, I am sorry to hear that you cannot support any proposition proposed to the Hydro-Electric Railway Association.

I have sent a telegram to Chairman Railway Committee. See same.

TO THE RAILWAY COMMITTEE.
To the Chairman, Railway Committee of the House of Commons, House of Commons, Ottawa, Ont.

The City of Brantford represented by its Mayor, most vigorously protests against the application of private corporations for renewals or extensions of charters or franchises for Electric Railways, as inimical to the public interests and against the well-earned franchise of the Province of Ontario and the Province of Ontario and trusts that the wisdom of Parliament will sweep these franchises to private corporations out of existence and enable the Province to develop its Railway systems unhampered by the greed of private corporations.

J. W. Bowly,
Chairman.

(Continued on Page Five.)

NO AMERICANS LOST.

By Special Wire to the Courier.
PARIS, March 27, 12.15 p.m.—Detailed information gathered by the American embassy here indicates that no Americans lost their lives on the Sussex. All the Americans whose names were on the passenger list have now been accounted for, the embassy states. It is possible, however, that there may have been among the passengers some Americans whose names were not inscribed.

CAPTAIN OF THE SUSSEX WAS A VERY BRAVE MAN

By His Example Kept Panic From Spreading Among Passengers.

WASHINGTON
WAITING NEWS

'Germany's Worthless Word' is How New York Views the Act.

By Special Wire to the Courier.

PARIS, March 27.—"The calm courage and presence of mind of Captain Moufflet filled us all with admiration," said Madame Weinstein, survivor of the channel steamer Sussex, whose husband is at the front.

"Although badly hurt, this fine French officer worked without ceasing for the safety of the passengers. While giving orders, he answered all their questions, adding a reassuring word, declaring that the ship would keep afloat and advising all who felt that they had sufficient courage to remain aboard. The last of the passengers to leave the Sussex for the Marie Therese were several British officers."

These were several British officers. They formed in line on the deck of the Sussex and saluted Captain Moufflet, who, exhausted, was turning over command of the ship to the first officer, and they gave three ringing cheers for him."

Enrique Granados, the Spanish composer, and his wife were passengers on the Sussex and are believed to have perished. Senor Granados composed the opera Goyescas, which was produced recently at the Metropolitan Opera House, New York. He and his wife were last seen clinging to a small raft, according to survivors. Granados was trying to keep the raft straight with a small board, which he used as a paddle.

A boat was sent out to search for the composer and his wife, but no trace of them was found.

The following letter, written by J. M. Baldwin, and dated Wimeroux, March 25, has been received by Donald Harper, an American lawyer in Paris:

"Dear Harper,—Knowing you knew we were coming on Friday, March 24, I write to tell you we are all safe, but Elizabeth is seriously injured. We are here with her in the hospital. Will you kindly spread the news there?"

Prof. and Mrs. Baldwin are at the Hotel Sussex at Wimeroux, a short distance north of Boulogne.

Joshua Dickinson Armitage, of New York, is in a hospital at Dover, according to a despatch just received from there. He is badly injured, but will probably recover.

Of the four Americans reported up to last night as missing from the Sussex, three have now been located, only C. A. Fennell, of New York, is still unaccounted for.

(Continued on Page Four.)

NO INFANTRY ACTIONS.

By Special Wire to the Courier.
PARIS, March 27, 12.10 p.m.—There were no infantry actions in the Verdun region last night, this afternoon's official statement says. East of the Meuse the artillery action was violent along the Douaumont-Vaux line. To the west of the river the night was relatively calm.

SOLDIERS HERE ALL SUMMER

Committee Named to Look After Matter of Arranging to Have Two Battalions Here This Summer.

Property Behind the O.S.B. is Pointed Out as Good Site for the Camp.

At the special meeting of the City Council this morning, Mr. Roy Seaman briefly addressed the members of the Militia Department, and his particular work was the disposition of soldiers for the summer. Mr. Seaman stated that he was in the service of the second division headquarters, and was ready and looking out for sites. The government, he stated, wanted camps for the various units this summer, and he felt Brantford might be interested in having two battalions or maybe a whole brigade present this coming summer. He had reported to the second division headquarters (unofficially) on the suitability of land behind the O.S.B.—called Westmount. It was easy on that site to get sewer connections, electric lights and street railway communication. There would be room there for two battalions and arrangements could be made to use the rifle ranges and get ground for trench work near the ranges.

The following committee was appointed to look after the matter: Ald. Fisher, Dowling, Minshall, ex-Mayor Spence, and a small committee from the Board of Trade. By virtue of his office, the mayor, of course, is on this committee.

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(Continued on Page Four.)

The Philadelphia and Reading Railroad has placed an order of \$1,500,000 for 1,000 freight cars, each of 100,000 pounds capacity.

The House Education Committee votes unanimously to take no action in investigating North Pole claims of Dr. Frederick A. Cook.

STRIKE OFF.

By Special Wire to the Courier.
LONDON, March 27.—The threatened strike of the Liverpool carters has been averted. The men have accepted the terms recommended by a conciliation board.

On March 23 the Liverpool carters' union served notice that the men would cease work after Saturday last unless an advance in wages was granted to them. A strike by the carters would have seriously deranged all traffic at the port of Liverpool.

RAIDER GREIF WAS VESSEL OF 10,000 TONS

The Alcantara Victim of Torpedo Because Rudder Was Gone.

FIRING WAS POINT BLANK

Hun Marksmanship Was Not Good, Report the British.

By Special Wire to the Courier.
LONDON, March 27.—The German raider Greif, which was officially announced last Saturday was sunk in the North Sea on February 28 by the British armed merchantman Alcantara, the latter herself being destroyed by a torpedo, fired at the last moment by the vanquished raider, was a vessel of about 10,000 tons and was armed with 8-inch guns, according to a statement made by an officer of the Alcantara. It was easy for the Greif to torpedo the Alcantara, he declared, as the latter's rudder had been shattered by a shell. A few shots from a British light cruiser on the horizon, hastened the sinking of the Greif. The fight occurred between Scotland and the Faroes, which lie about 170 miles northwest of the Suetland Island, the censorship prohibiting a closer description of the locality. A British patrol had sent word that a doubtful craft was about, but when the Greif appeared, she did not answer the description given by the patrol, as she had evidently changed her disguise completely up in the North Sea. She flew the Norwegian flag and answered satisfactorily all signals of the commander of the Alcantara. A boat was putting off from the latter to examine the strange vessel's documents, when suddenly the Greif's false sides dropped away, her guns were uncovered and a shell whizzed close to the boarding party. "It was full daylight and a clear atmosphere," the Alcantara's officer said, "and the vessels were so close that the firing was practically point-blank. The German tried to stand off, but the British outmanoeuvred him and the ships came so close that our blood was tingling at the prospect of actually boarding the enemy craft and having some hand-to-hand fighting of the old Nelson days."

"All our shots found their mark and the German's decks were soon a perfect shambles. Strange as it may seem, the gunnery of the Germans was literally hopeless, inflicting little damage. We were contemplating our easy victory when a wild shell shattered our rudder and we drifted, unmanageable, an easy prey for the torpedo which the Greif launched as she was sinking. As Greif was going down several shots passed over us from a British light cruiser on the horizon, which with some torpedo boats, picked us up."

ELEVEN KILLED.
By Special Wire to the Courier.
LONDON, March 27.—(Noon)—It is announced that eleven persons were killed when the British steamship Minneapolis, formerly in the New York-London service, was sunk last week in the Mediterranean.

BRITISH SEA-PLANES AND LIGHT CRUISERS MAKE RAID ON GERMAN SCHLESWIG COAST

Two German Patrol-Boats Sunk and a Torpedo Boat Missing—British Lost Three Planes, and Two of Their Destroyers Collided, One Sinking.

London, March 27.—Great Britain gave her first effective answer yesterday morning to German air raids. A squadron of five seaplanes, convoyed by light cruisers and destroyers, crossed the North Sea and went straight to the home of the German planes which have frequently visited the English coast of late. They attacked the German airship sheds in Schleswig east of the Island of Sylt. They were met however by an effective anti-aircraft defence, while their convoys were engaged by German patrol boats. A battle royal, both in the air and at sea, outside the harbor of Sylt, ensued. Only two of the British planes returned, the three others, including a battleplane, were brought down, according to the official statements. Stormy weather prevailed, and in the course of an exciting naval engagement, the British destroyer Medusa collided with the destroyer Laverock. The Medusa is believed to have been lost, but her crew are safe. The Germans, on their part, lost two armed trawlers, the Braunschweig and the Otto Rudolph.

During the engagement four German torpedo boats were cut off by a number of British destroyers, but eventually succeeded in making their escape, says a despatch to the Central News from Copenhagen.

THE OFFICIAL STATEMENT
The following official statement was issued last night:

"An attack by British seaplanes was delivered yesterday morning upon German airship sheds in Schleswig-Holstein, eastward of the Island of Sylt. The seaplanes were convoyed to their rendezvous close to the German coast by an escorting force of light cruisers and destroyers under Commodore Tyrwhitt.

"Three of the seaplanes which took part in the attack are missing. The destroyer Medusa was in collision with the destroyer Laverock, and it is feared that in the stormy weather which prevailed last night the Medusa may have been lost, but no missing are felt as to the safety of the crew. Two German armed patrol vessels were sunk by our destroyers.

"No detailed report has yet been received, but from Danish press messages it would appear that this operation, which was carried out within the enemy's waters, achieved its object.

The Laverock, 260 feet long, was built in 1914, and displaced 965 tons. She was armed with three 4-inch guns and two torpedo tubes. Her normal complement was 100 men. The latest available British navy records give no destroyer Medusa.

The raid forced the German admiral to make known for the first time the "home" of the seaplanes which lately have been raiding English coast towns, and only recently visited Dover twice. The locality of the airship

(Continued on Page 3.)

TAKING RED HOT SHELLS FROM FURNACE



"LOWERING THE RED HOT SHELL INTO OIL"

THIS PICTURE SHOWS A TRAVELLING HOOK SLIDING A SHELL FORM IN THE ROUGH. NOT ONLY THE NOSE, BUT THE WHOLE OF IT IS LOWERING RED. CAREFULLY IT IS LOWERED INTO THE COLUMN OF OIL, AFTER WHICH IT IS READY FOR THE NEXT OPERATION.

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TENDERS WANTED
Tenders will be received up to April 1st, 1916, for supplying to the House of Refuge, in the County of Brant, with
MEAT AND BREAD
Particulars as to the requirements may be obtained from the undersigned, who will also receive the tenders.
J. A. HOULING,
Sec.-Treasurer,
House of Refuge.

COURIER'S DAILY CARTOON

THE NEW JOURNALISM.
"I represent the Daily Scop. At what time did his Lordship die?"
"His Lordship is not yet dead."
"Oh, isn't he? Well, then I'll wait."
THE PASSING SHOW.