

FORTY-FOURTH YEAR

BRANTFORD, CANADA, FRIDAY, MARCH 20, 1914

ONE CENT

MR. W.P. KELLETT WHO NEARLY OUTBID CITY FOR RAILWAY, OF COURSE, OPPOSES BY-LAW

Expected Boomerang Drops Today in Form of an Eleventh Hour Letter to the Press—Says He Represented Interests Friendly to C.P.R. in His Offer

The following communications are self-explanatory: Brantford, March 20, 1914. To the Ratepayers of the City of Brantford:

Copy of the following article was handed by me to Mayor Spence yesterday afternoon, so that he might have sufficient time to fully consider and answer any statements contained therein with which he does not agree.

WM. P. KELLETT, Brantford, March 19th, 1914. Sir,—A short time ago the Brantford Courier made the announcement that it would be ready to publish the views of any one opposed to the purchase of the Grand Valley and Brantford Street Railways by the municipality.

Let it first be clearly understood that I am opposing the purchase of the Grand Valley and Brantford Street Railways by the municipality solely from the standpoint of a ratepayer. Neither the financial interests which I represented in making my offer for these railways, the Lake Erie and Northern Railway Company, nor any other railway has ever requested me to oppose this purchase.

I am opposed to the purchase for the reason that I think I am intimately acquainted with the facts and figures of the case, and for the reason that I do not believe that this city can within the next five years hope to operate these railways on anything like a paying basis.

I think I can lay claim to a knowledge of the affairs of the Brantford Street and Grand Valley Railways equal at least to that of the Mayor, Aldermen and other gentlemen who are advocating this purchase.

The most natural question asked by the ratepayers will be, why, in view of the fact that I was prepared to purchase the street railway at a price very close to the successful bid of the city, I am now opposing its purchase. This is a very reasonable inquiry, and one which I propose to answer, I hope, to your entire satisfaction.

The Brantford Street Railway, together with the proposed extensions, would give access to factories in Brantford having an in-bound and out-bound tonnage of from 9,000 to 10,000 cars per annum. It is a well-known fact that Brantford is one of the principal centres for the manufacture of agricultural implements, which are marketed principally in the Canadian Northwest.

In offering to purchase the Brantford Street Railway I represented financial interests friendly both to the Lake Erie and Northern Railway and the Canadian Pacific Railway.

It requires no very acute business intelligence to realize that if this tonnage could be secured, the interests controlling the Brantford Street Railway could well afford to absorb a very considerable loss in the operation of that company.

Debt Proposed to be Assumed by the City. I have read with very considerable interest, and very little enlightenment, the maze of figures published by the editors of the Courier and Expositor, the Mayor and the several aldermen who are attempting to inform the ratepayers on these very essential points.

For instance, in the editorial of the Brantford Courier of March 14th I find the following: "The debt which it is proposed to create is \$270,000. This includes the first mortgage bonds of \$125,000, and the balance is to be paid in the matter of improvements and needed extensions. The debentures to be issued are for thirty years, and during that period the sum of \$4,814 will have to be raised per annum for sinking fund and \$12,150 for interest, or \$16,940 in all."

In an editorial published in the Brantford Expositor of March 16th, the editor of the Courier is corrected as follows: "THE STREET RAILWAY PURCHASE. "On Saturday last, dealing with the Street Railway by-law, the Courier said: "The debt which it is proposed to create is \$270,000. This includes the first mortgage bonds of \$125,000, and the balance is to be paid in the matter of improvements and needed extensions."

GREAT BRITAIN DIVIDED OVER PREMIER'S HOME RULE OFFER.



THE PROVINCES OF IRELAND AND THEIR REPRESENTATION IN BRITISH PARLIAMENT FROM THE SPHERE

The possibility of a settlement of the Irish home rule controversy is again in the forefront of popular interest. The opinions of the various parties as to the effect of the concessions offered in the House of Commons by Premier Asquith differed widely. The Unionists, as a rule, expressed themselves quite dissatisfied with the suggested method of voting by counties on the exclusion of Ulster or portions of it from the operation of the Home Rule Bill.

ULSTER A HOT BED TODAY, LEADERS ENTER BELFAST IN A VERY HOSTILE MOOD

Danger of An Outbreak, According to Dispatches Received To-day, is Both Apparent and Real—Debate in the House of Commons on Thursday Was Most Acrimonious--Fighting Spirit of Both Sides is Aroused--Civil War May Eventuate--Eyes of the World Watch With Grave Interest the Outcome of Greatest Crisis in the History of the British Empire in Many Years.

NEW YORK, March 20—A cable to The Tribune from London says: With startling suddenness the outlook in Ulster has become one of great gravity, and predictions are freely made that the long threatened "war" is now only a matter of days. A rumor was current last night that the British Government is preparing for the military occupation of the province. The atmosphere in Ulster is, therefore, suddenly electric.

Some Coup Planned. Unionists are convinced that the authorities are contemplating some coup. It is stated in military circles that the government has a comprehensive scheme of pouring extra troops into the province within 24 hours and for holding all strategic points by an overwhelming force. The officers commanding in the different districts received their instructions a month ago.

A Dramatic Debate. The acrimony of yesterday's debate in the House of Commons was largely responsible for precipitating the acute situation which now undoubtedly exists. Unionist disappointment in failing to detach a portion of the government's parliamentary support, was also a perceptible factor.

A more dramatic debate has not been heard there in recent times. The topic nominally under discussion was the demand made by the opposition

MAYOR SPENCE EXPLODES LAST HOUR ATTEMPT TO BEAT THE RAILWAY PURCHASE BY-LAW

Mr. W. P. Kellett Has Repeatedly Made Offer to Take Railway From City at City's Price, Providing, of Course, That Franchise Was Thrown in.

Mayor Spence, when seen this morning regarding the eleventh-hour letter from Mr. W. P. Kellett, which he received last night, and which is published to-day, made the observation that no one would be stampeded by any declaration or maze of figures from Mr. Kellett in the last hour of act. "Why," said the Mayor, "since the city got the option on the road, outbidding Mr. Kellett by a small margin, Mr. Kellett has repeatedly told me that the interests he represents will take the road at the very figure which Brantford is paying for it, and assume all the obligations due the city by the old company besides. Of course, that would mean the continuation of the 38-year franchise rights to Mr. Kellett's company, and ratepayers will have a chance on Monday to say whether such privileges will continue to be given away or not. I am decidedly of the opinion that the ratepayers will wipe out the franchise in no uncertain way."

Continuing, the Mayor said: "All the figures in Mr. Kellett's letter are based on the past income of the railway—an income derived from a crippled management, cheese-box traps on square wheels, and an uncertain service. If the city spends a reasonable amount on improvements and extension, making the railway one on which citizens can depend for a better service, will anybody in their sane senses not have sufficient reason to expect an increase in the revenue? Mr. Kellett's figures are those of a bankrupt concern, a bankrupt caused by a species of high finance and bond-selling, the proceeds from which never went into the road, but in some promoter's pocket. There isn't a ratepayer who does not believe that the street railway revenue can be largely increased if people are given some sort of a service and a value for their money."

"Moreover," continued the Mayor, "Mr. Kellett figures on a deficit of \$15,000 from civic operation. He says in his letter that he figured 3,000 cars of freight could be hauled annually from local factories over city lines to the L. E. & N. railway, thence to the C.P.R. The haulage of this freight is worth from \$5 to \$8 per car at this end. If Mr. Kellett proposed to haul the freight hauled over Brantford streets, why can't the city do the same thing? The revenue therefrom will wipe out Mr. Kellett's alleged deficit at once. "The deal cannot be such a terribly bad one, anyway, judging by Mr. Kellett's anxiety to get hold of the road," concluded the Mayor.

Another Incident In the Commons

[By Special Wire to The Courier] MONTREAL, March 20.—The London correspondent of the Daily Mail says an extraordinary incident happened in the ladies' gallery of the House of Commons during the debate yesterday on the Home Rule Bill. In the select section of the gallery there were, among others, the Marchioness of Londonderry and Miss Violet Asquith, daughter of the Prime Minister. The Marchioness indulged in running comments on the speeches. After a time Miss Asquith asked the Marchioness to be quiet, as her remarks made it impossible to hear properly, but the Marchioness only became the more demonstrative. Miss Asquith then called the gallery attendant to enforce the silence rule, and finally left her place and wrote a complaint to the Speaker.

Navy League is Dissatisfied

Three Ships More Should be Laid Down—Canada's Failure.

[By Special Wire to The Courier] MONTREAL, March 20.—A London cable to The Gazette says: The Navy League is dissatisfied with the proposals of the admiralty, contained in the construction programme outlined by Mr. Churchill, the First Lord, in the House of Commons this week. Since the failure of Canadian aid, the league has persistently urged the laying down of three ships to fill the gap caused by Canada's failure, towards the Imperial fleet. The government's scheme to fill the gap in the general defence of the Empire without providing these ships, is futile, says the league.

BIGAMIST GETS 6 MONTH TERM BY MAGISTRATE

Gordon Booth May Was Sentenced in Police Court Today.

Prisoner Makes a Statement Exonerating His Second Wife.

After very brief proceedings Gordon Booth May, was sentenced to six months imprisonment. No witnesses were called and the principal happenings this morning was a statement by prisoner, which revealed nothing that was new. The interest in the case had aroused was evidenced by the crowded court room—which has not been so filled for many a day. May was cynical of every eye as he stood up to answer the Magistrate's voice.

His Statement. May evidently regarded his second wife as his legal wife, for opening his remarks he said his wife did not know she was committing an offence when she married. "She" did not break the law," commented the Magistrate. He then said he meant his second wife. "She knew when she married him that the woman he had previously married was living, but under the circumstances she had no idea that she was breaking the law when she married him. He himself did not expect any trouble under the circumstances."

"What circumstances?" asked the magistrate. "Well," answered the defendant, "the circumstance that I was under age when I married Miss Lane." There were reasons why he had left his first wife, but as they would cause a long trial, and as many of his friends would be brought into the affair he could not give them. He would remain silent rather than prolong the trial, and take sentence.

(Continued on Page 6)

Conservative Club, "readnoughts", M. P., Montreal, SH NAVY, March 20, 1914

AMUSEMENTS, THE BRANT, BEST VAUDEVILLE AND MOTION PICTURES, ARTENE, LETFORD & SIMON, PARKER & CO., LOG CABIN TRIO, ANSEL & DORIAN, THE UPHILL CLIMB, HOGG SIMPSON

Reserve your seats in advance for the evening performance. Get your own choice and avoid the rush at the wicket. Phones: Bell 2072, Mach. 633

COLONIAL THEATRE, HERBERT HASSLER, ODELL & LONG, LAWLOR & LAWLOR, THOSE THREE HARMONY SINGERS, FOUR REELS OF LATEST MOTION PICTURES

Don't forget the Great Dunlop Pony Contest now on at this theatre. Save your votes for some little child. ADMISSION: Matinees...10c Eve...10-20c

Royal Cafe, Best Restaurant in the city. First-class service. Prices reasonable. Hours, 10 a.m. to 2 a.m. Sunday hours from 10 to 2 p.m. and from 5 to 12 p.m. CHAS. & JAMES WONG

REID & BROWN, Undertakers, 151 Colborne St.—Open day and night. THE TEA POT INN, TEA AS YOU LIKE IT, 134 Dalhousie Street