EIGHT.



(Continued from Page One.)

condition of affairs to residents of Port, that he had promised that the sent to the various Boards of Trade. It was arranged that special cars Port Dover, and to the tishing inshould carry the deputation to the terests, which at this time, were help. Port, and two cars were provided by ing in no small manner to assist in the management of the L. E. and the conservation of meals. He was

The party reached Nort Dover the Port, to welcome the minister, shortly before noon on Saturday, and and felt sure of good results from after a short drive around the vil- the visit. lage dinner was served after which an inspection was made of what re-

Hon. W. A. Charlton, M.P. Mr. Charlton, member for Norfolk,

mains of the former docks. Here the spokesmen of the party. make five points in the five minutes be done to immediately who included E.C. Kabel, chairman, at his disposal. The main point of bor in proper condition of Kitchener, J.H. Hancock, secre- his remarks was that the Minister of tary, of Galt, Capt. Robinson and C Public Works had promised to take Barwell of Port Dover, pointed over the harbor from the Grand out to the minister the possibilities Trunk, who, by their failure to keep of the harbor and were asked several the wharf and harbor in repair and questions of import by the Hon. gen. use, had forfeited their right of owntleman. It was evident that the Min- ership to the government, from whom they had purchased it. Mr. Public Works knew someister of

Charlton insisted that as a "war what of harbors and docks, also of measure," which would relieve the boats. After the inspection the party pro. present stringency in the coal situation by providing an additional avceeded to Port Dover's pretty park. enue for the transportation of coal from the state of Pennsylvania, the where from the hand stand speeches

were made to a crowd numbering hundreds. Mr. J.H. Hancock

as chairman explained that remarks from those who were to speak would be limited to five minutes. He sta-

upport to the minister ted that the business men present were there at a sacrifice, owing to the fact that Saturday was usually a busy day with all of them, and he assured Mr Carvell that the gentle. had visited Port Dover, and congrat-men present did not consider the ulated the residents on the progresaffair an afternoon picnic but a mat- siveness shown. He was heartily in of serious business which affec- accord with their desire for harbor ted the entire district. He reminded improvement, and thought from what the minister of the importance of the he manufacturing interests centred in of Public Works, that they were in the valley to the north of Port Dov- line to secure the much needed im-

Mr. C. W. Barwell, years, as a resident. To-day the sitwashed out, the east pier of the dock, and where the water had been

would be unable to find a hartor there, and that would bring a serious

pleased on behalf of the citizens of He assured his hearers of the sincer on being introduced, asked leave to fident that everything possible would be done to immediately put the har-

> Mr. Kabel, manager of the Dominion Rubber Co., of Kitchener, who has been indefatiguable in his efforts for harbor improvement at Port Dover, declined to speak, but expressed himself as well repaid for his efforts y securing the visit of the Hon. Minster to the Port. Capt, Robinson

government would be justified in an expenditure for harbor improvement He endorsed the plans of Capt. Rob cellent harbor facilities on the north inson of Port Dover, for the imshore of the lake. This, he claimed

provements and promised his fullest Mr. W. F. Cockshutt, M.P. Mr. Cockshutt, after expressing his pleasure at being present, confessed that lit had been some years since he that once it was put in shape. cost of keeping it right would low. personally knew of the Minister

er and he trusted that the remarks of provement. "If I had been told three South Waterloo, regretted that Mr. the men who were to speak would years ago," he said, "that to-day I Carvell could not find time to visit all impress him seriously. Would be supporting Mr. Carvell, I the towns interested in the harbor. the towns interested in the harbor would have believed it impossible, A visit would prove the necessity of Mr. Barwell of Port Dover, who But the war brings severe changes, harbor facilities, and there would then spoke, told his hearers that the and to-day I am able to support the then be no difficulty in convincing question of improvements to the har. hon, gentleman, not only in the mat-

bor and docks had been a matter of the harbor. Mr. Carvell," the war had caused a holding-up of much import to him personally for speaker continued, "goes after what moneys for purposes other than for he wants hard, and I believe he is war. He believed that in the past uation had become more serious impressed with what he has seen and there had been a waste of money in than ever before. Recent storms had what he has heard here."

Mr. Cockshutt believed that the assured the hon, gentleman that if promise of Mr. Carvell at the Ottawa this had not appealed to him as a dock, and where the water had been 12 feet deep, through the washing in of sand there was at present a bare seven feet. This, he pointed out, must be remedied at once, or in a short time, even the fishing fleet, which comprised ten boats,

TI- OURIER, BRANTFORD CANADA, MONDAY, SEPT. 16,

docks were properly equipped for freight boats and ferries, so that the congestion which continually oc-curred at Buffalo, might be relieved by lake service. This, coupled with the electric railway, would supply coal and other freighting facilities to this district. district. Senator John Fisher

Senator Fisher was reminded,

said, that on a previous visit to Port Dover, at the time the L. E. & N bonds were being offered to the Government would spend a quarter of a million dollars for harbor improvements there. "I feel certain," he said, "that the Honorable Minis ter will not see me break my word. ity and honesty of purpose of Mr. Carvell, and expressed the opinion that the delegation to Ottawa had made it plain to the minister that the work was necessary. He felt con-

C. E. Kabel, Kitchener

Capt. Robinson, of the Canadian patrol boat "Vigilant," is one man who knows Lake Erie intimately. He knows the harbors, too, and declared that Port Dover offered the most ex-

was the unanimous verdict of all sailors on Lake Erie. He understood that it would cost a lot of money to put the harbor in proper shape, but called attention to the fact that it was 13 or 14 years since the present harbor had been dredged, and that the water was nearly as deep now as at any time, which would prove the

Mr. F. S. Scott, M.P.

Mr. Scott, who is member

to a centre of such large manufacturing interests, and the benefits derived would outweigh the expenditure Mr. John Harold, M.P. Mr. Brant.

W. D. Euler, M.P.

Harold, member for North was convinced the harbor would have to be opened up sooner or later. To him the matter appealed as one which should be attended to at once. The situation as regards coal supplies was serious. A trip to Buffalo or Cleveland would convince the Minister of the conges-

tion. Because of inadequate railway facilities, it was impossible-to move freights across the border as rapidly as needed. This applied particularly to coal. He favored immediate action on the project, which would come properly under the head of a war measure. It would be true conomy to make a good job of it. and not to patch up the old job.

Warden Buck. Warden Buck, of Norfolk County, leclared that for 80 to 100 miles north, east and west from Port Dover was the garden of Canada, and that the question of a harbor was a vital

every dollar spent has been under tender, and the work has been given to the lowest tenderer. Should tenders be called for this work i would cause delay, and that would not do at this time, with winter close upon us. I have decided," he said, "to hand this work next week to some competent firm-and that goes." (Cheers).

Speaking of the development of the harbor on a broader scale the Minister expressed himself as satisfied that the dock and deep water terminus were necessary, but desired to confer with his colleagues before undertaking an expenditure so large He promised, however, that he would ask for a substantial sum o money for the greater work and felt hopeful that it would be placed in the estimates.

Con- ding his remarks he said: "I have formed conclusions which I will and anyor to carry out. I re-alize fully that there must be coal and railways for great manufacturers, such as are in this important section of the country. col

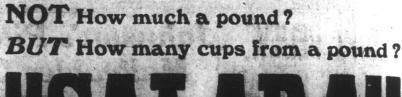
the staffs of the Toronto Daily Star and the Mail and Empire, and serv- leagues and myself know conditions and the Mail and Empire, and serve and we realize that transportation is ed a year as president of the To- the keynote. We understand that ronto Press club. He enlisted in 'wheels and keels' are necessary be 1915 in the 37th battalion, was fore you can do business." The Minister then thanked the wounded at Courcelette, and returndelegation for giving him the oppor-

LIEUT. G. ALLEN MEGIFFIN tunity of visiting the harbor and Well-known and popular Toronto assured them that he felt they newspaper man who was recently would be satisfied at the result of killed in action. He had been on his visit. It was a jubilant delegation that

entrained at four o'clock Saturday Acting Mayor Harp. afternoon at Port Dover for their

Ald. F. C. Harp who represented various homes, and a no less de-Mayor MacBride at the meeting, lighted population was left to reclaimed that as a large manufacturjoice at the good times ahead for ing city Brantford was vitally in-To Brantford the comtheir village. terested. He agreed with Mr. Scott, pletion of the harbor at Port Dover the former speaker, that money spent. means that we will have practically at once on harbor improvement a lake port, which will supplement would be well spent, and that owing in no small way the present shipping to the congestion at Buffalo and facilities Cleveland, and the threatened coal Among those who comprised the denutation from Brantford were: Alds. Harp, Kellv, and Hurfey, Messrs. W. J. Verity, W. R. Turn-

bull, E. C. Tench, C. Cook, C. G. that the Minister, after viewing the Ellis, R. White, J. Ker. M. Wilbee remains of the harbor, would find it J. A. Schultz, J. F. Schultz, J. W Shepperson S. F. Passmore and E W. Ewald, and the Government was represented, in addition to the Hon. great necessity to this district. The Minister, by the following gentlemen: Hon. Senator John Fisher, Hon Senator McCall, and W. F. Cockshutt, M.P., John Harold, M.P., W





will yield twice as much in the teapot as will ordinary tea. It is REAL economy to use it, to say nothing of the unique flavour.



A WAR-TIME WEDDING

liss Kathleen Isabel Roe, grandaughter of the late Hon. R. A. Harrison, Chief Justice of Ontario, who on Monday wedded Charles Leonard Wallace, of Woodbridge, Captain in reserve of the C.G.B.G., and son of the late Clark Wallace, M.P., former Minister of Customs.



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In or an address of the second second

shortage, the work could well be proceeded with as a war measure. Mr. W. Weichel, ex-M.P. Mr. Weichel of Waterloo, was sure was even worse than had been depicted, and that the affair would ap-

peal to his business mind as one of coal proposition was a serious one A. Charlton, M.P., F. S. Scott, M.P.,



The Creat Cinclier at Trail, B.C.

LTHOUGH, as is well known, a at that time the War Eagle-Centre fined, and then to satisfy our own re-world-wide attention was first Star group of mines at Rossland, the quirements for these metals in finish-directed to British Columbia St. Eugenc lead mine at Moyle and ed er unmanufactured form we reby reason of the discoveries in the other properties. (which since have purchased at, of course, a vastly en-late "fifties" and early "sixties" of alluvial gold in the Fraser river and in the streams of the Cariboo dis-trict—and for many years a rich har-vest was reaped from these sources— mining as an important basic indus-trict—and for many years a rich har-important of its kind in the British Empire. This is attested by the fact mining as an important basic industry of the Province—and it is now by far the most important industry in British Columbia—was not, fairly launched until nearly forty-five years later; and the building of the Trail smelter in 1896 by that brilliant will and the first and copper king, F. Auguste Heinze, not only made Rossiand, whose mines have since produced gold, silver and copper king, F. Auguste Heinze, not only made Rossiand, whose mines have since produced gold, silver and copper to the value of \$70,000,000 in round figures, but had the effect of enormously stimulating mineral de velopment and the investment of capital in mining in other sections of the province. But Heinze was certainly a few miles distant are the magnificent fails of Bonnington, from which the plant derives its power. More tably a business man, and 1.2 establishing his smeltery was certainly not actuated by philanthropic or site in both West and East Koote in charge of control of the sections of the province. But Heinze was certainly not actuated by philanthropic or based and used to the sections of the province. But Heinze was certainly not actuated by philanthropic or based and used to the sections of the province. But Heinze was certainly not actuated by philanthropic or based and the first mate to this centre most readily and advantageously from the various lo not actuated by philanthropic or collities in both West and East Koote- could not economically be cont not actuated by philanthropic of childes in both West and East Koole-clemosynary motives. It was no part of his plan to operate the smelter for the profit of anyone but hims/d' Hence although he received a lard grant from the Provincial Gov ri-ment as a consideration for the con-struction of the smelter and bl a narrow-guage railway to afford con nection between the works at Trail nection between the works at Trail the United States and from China. In turn is refined electrol and the mines at Rossland, and also From quite small beginnings the a plane which had an initial capacity of 10 tons daily, but which since has obtained an assurance from the Lo minion Government of a bonus of a dollar on each ton of or treated be also took care that the rate imposed on the treatment of customs ores should be a tolerably stiff one. La fact are long, as the development of the should be a tolerably stiff one to the treatment of customs ores should be a tolerably stiff one to the treatment of customs ores should be a tolerably stiff one to the treatment of customs ores should be a tolerably stiff one to the treatment of customs ores should be a tolerably stiff one to the treatment of customs ores should be a tolerably stiff one to the treatment of customs ores should be a tolerably stiff one to the treatment of customs ores should be a tolerably stiff one to the treatment of tr should be a tolerably stiff one. In this article it is not provide the mines progressed and it be any notice of the product of which is most linerating of provider the mines after paying thrat is and the product of which is the most interest. The product of which is the most interest, if a none reduced very materially to the framework at once reduced very material, it is an much better, or or solve all a loor the framework at one of the product of which is the most interest. The product of the pr

Mr. W. D. Euler, M.P. Mr. Euler, member for North Waterloo, dwelt upon the fact that the harbor was the natural compl ment to the Lake Erie and Northern. To-day the question of the development of all natural, resources was agitating the country. This development was necessary so that we might be able to face the financial situation caused by the war. The building of the harbor at this time would be true economy, because of its effect on the eleven municipali-ties so dependent on coal for manu-

facturing purposes. Hon. Frank Carvell. Mr. Carvell was greeted by cheers and then more cheers. Coming at once to the question of the harbor improvement, the Minister of Public Works said:

"There are times in the life of man when he must think and act individually. That time is now. Conditions which are unique confront us, because of the war. I pray they may never happen again. I have come as the Minister of Public Works to see for myself. When your deputation came to Ottawa, accompanied as they were by representatives whom I knew to be capable and shrewd business men, I realized that you were in earnest. I regret that I was not able to earlier fulfil the promise : made to come here. You all know that at Ottawa we are busy. You know, too, that several Ministers found it necessary to go overseas and that additional work fell upon those who remained. And here, let me say, that I disavow in the most emphatic manner that it was not necessary that these gentlemen should go to England. Contrary to some reports, it was necessary, and we who were at Ottawa know it to

Confinuing, he said, "When the Union Government was formed it was decided that I was to spend no money except what was actually was declined that I was to spend no money except what was actually necessary. This was a war measure Now that I have seen the conditions here I find them worse than they were pictured to me—worse than I could have conceived. My friend, Mr. Charlton, made five points in five minutes. I am glad that he did not have ten minutes. In connec-tion with the harbor improvements, I may say there has been an idea that the Grand Trunk might be taken over by the Government, and that the harbor would be taken over with the road. That has not yet been accomplished, but I assure you if the Grand Trunk does not become the wronerity of the Government, the harbor will. (Cheers), We have the nower and we will use it. I have been impressed with the conditions, and the work of repair will be com-menced at once." A voice—On Monday! The Minister continued: "Since I have been Minister al Public Works

have been Minister of Public Works

Hardly Excusable Even in a Child

THE BOAR DOT PARTIE COMPANY

TF a child were to enter one of our aeroplane I factories and interrupt a workman with a request to have a kite made-the workman would smile indulgently-and proceed with his aeroplane.

You yourself would condemn the man if he stopped his vital war work to build a toy.

Condemn yourself, then, if you employ labor and material to make such goods as cater only to your self indulgence.

Every time you buy a thing you do not need, you interfere with Canada's war work.

Every dollar you spend on goods not strictly necessary, is a dollar—not merely wasted —but used to employ labor on things that have nothing to do with our efforts to win the fight for freedom.

Too many of us, in Canada, are flying the "luxury kite." Too much of the time of Canadian workmen is being purchased by us to make the things that are for show and pleasure. Too great a quant tity of material that our soldiers could effectively use against the foe, goes into the

making of superfluous things for us, whom they are so valiantly defending.

Make me a Kite -

Stop the reckless spending. Stop acting like children. This war we are fighting calls for men and the brains of men. If you cannot fight-at least do not interrupt the war-work by buying the things you merely want and do not need.

The money you have been spending wastefully-with no result but to divert labor from war-essentials will make a worth-while sum.

Use that money to build up a fund, that you can lend your Country, when your Country calls.