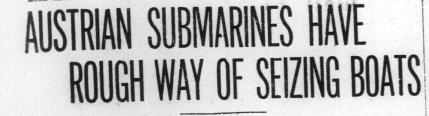
FORTY-FIFTH YEAR

BRANTFORD, CANADA, THURSDAY, MARCH 30, 1916

march

## PROBS: Friday: Fair and mild.

## Austrians' Brutal Treatment of British Sailors **Probing Cause of New York Central Wreck** Hun Counter-Attacks at Verdun Repulsed



BRANTFORD

Captain of British Steamer Tells of His Experiences-Was Turned Out While His Ship and Lifeboats Were Looted by Enemy Crew-Drifted for Days on the Sea, Landed, Attacked by Arabs and Finally Rescued.

London, March 30—A stirring story of the experiences of the crew of a British steamer, which was sunk by a submarine, is told by a captain, Ar-bold C. Groom, late of the Steamer Coquet.

"About 10.45 a.m., January 4th, the submarine when they set two time 1916," said Captain Groom, "I was fuse bombs under water abreast of writing in the saloon when I heard a the shin themselves. Shorther left

writing in the saloon when I heard a gun fired. On reaching the bridge the third mate told me it was fired across our bow. Then another was fired Four or fire minutes of the head.

bow, one over the bridge

one or two people told

I stopped the engines that I had done so by

and one under the stern from a sub-

marine on the port quarter. At the

The firing stop

boat left a little before us. We had

the ship. At the same time the Aus-

sions the Coquet lifted her stern high

lanyard, and with a pitiful scream the Coquet disappeared.

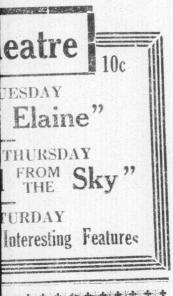
CALLOUS INDIFFERENCE

"While all this was happening, the

arine, and the fact

in the air. Something hit the whis

"Abandon ship." were near the submarine again now the chronometer, and bailing was in full progress in the starboard each boat with two or three buckets. ship. The other I pointed this out to the commander



e Red Circle

Lesday April 4

OMING

Wonderful Photo Play AT HOM

loyd Neal

-IN-

Plays.

Brantford, Ont.

SEE



IN THE BATTLE THAT HAS ROMINENT PART IN STOPPING THE



Investigation Beginning in the N.Y.C. Wreck Yesterday-Some Doubt as to Whether Telescoped Coach Was All Steel as Asserted by the Railway Officials---27 Bodies Recovered From the Debris.

TO WORK; HE WAS NOT ASLEEP

TOWERMAN SAYS SIGNAL FAILED

ONE CENT

Two men, at wh Cleveland, O., March 30.—With wenty-seven bodies recovered from yesterday's wreck of three New York were Engineer Herman Hess of the Ohio., at-Central trains at Ar the second section of train No. 86, and d on ention to-day was Towerman A. R. Ernest of Amherst. Engineer D. W. Leonard of the rst section of train No. 86, which put several investigation under way by federal first sectio pulled the road authorities to "death car" asserts he oonsibility for the wree stopped his train on a signal origina tatives of the Interstate erce ting in Ernest's tower. ommission, the Utilities ent heads SAW NO SIGNAL of Ohio and various depart

of the New York Central were con-Engineer Hess declares he saw ing investigations in Cleveland signal when he brought and at other points in the civinity of

inned to begin an inquest at Ely-into the death of the wreck vic-"death coach" on train No. 86 modern steel was of modern steel construction as claimed by New York Central officials,

TOWERMAN OR ENGINEER. Railroad officials to-day were still divided in opinion as to whether the blame should be placed upon the towerman who, it is alleged by some officials, was asleep and failed to give the proper signal, or upon the engin-