

THE COURIER

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Monday, February 12th, 1917.

THE SITUATION.

Haig's men are still at it on the Somme front. Their latest exploit has been to add to their other recent successes by taking three quarters of a mile of strong entrenchments north of Beaumont-Hamel on the Somme front.

In Mesopotamia, Turkish attacks were repulsed and the British forces drove back the enemy for over half a mile along a front of three and a half miles. The outskirts of Kut have now been entered.

The sinking without warning, of the British India liner, Mantola, placed the life of an American in jeopardy, but it is not likely that this will be regarded as the "Over" act. Meanwhile it is said that the Kaiser has called a conference at which it is said a modification of the recent submarine order as it affects neutrals, is likely to be considered.

Chief interest of course centres just now in what the undersea boats of the enemy are accomplishing, for if this latest form of frightfulness fails to accomplish what is intended, then the last hope entertained by the Huns has assuredly disappeared. Seven vessels were sunk during Saturday and Sunday, representing a little over 25,000 tons.

Since Feb. 1st the number of vessels torpedoed has been sixty eight, with a tonnage of 179,150. These figures are up until yesterday. They show a rate not very far from the 600,000 tons a month, which Berlin boasted would be the levy, but it is satisfactory to see that Vice Admiral Sir Reginald Bacon, Commander of the Dover Patrol, expresses the view that matters will soon be in better hand.

THE TIE-UP ON THE RAILWAYS.

There has never, in the history of Canada, been a more general congestion of traffic on the railroads than exists at the present time. Because of the severe cold spell it is being felt more particularly in the matter of coal, but the trouble applies also to everything else. It is in connection with such a difficulty that the value to the public of the Board of Dominion Railway Commissioners, with that splendid man as chairman, Sir H. L. Drayton, becomes all the more evident.

Table with 3 columns: Item, C.P.R., G.T.R., C.N.R. Rows include Trains cancelled, Engines released, Crews released, Train miles reduced, Train miles reduced weekly, Approximate coal saving in tons per week.

The above statistics as reported by the railway companies, are confirmed by present time tables and the observations of the Board's operating department.

All the equipment available has been put in freight service, but the freight service has not enjoyed the full benefit of the additions owing to the fact that the companies have been running for some time at high pressure, with locomotives so busy that they were not being repaired as and when they should, with the result that a comparatively large number of locomotives are now under repair.

The weather conditions have been such that the anticipated movement has not been obtained.

Effective steps were taken to increase the supply of coal, coke, and raw materials for munition works by movement by the car ferries over Lake Erie. The sudden piling up of ice entirely prevented this movement. For the first time in thirty years, even passenger ferries at Detroit were either unable to run or were impeded in their work, and for some time the car ferries running

between Windsor and Detroit had to cease operations.

Coincident with the reduction of passenger service, weather conditions became and have continued bad and transportation rendered difficult. These difficulties have been the more acute owing to the shortage of labor. The different yards at terminal and transfer points were blocked with snow. The snow was not removed while in a soft condition, as the railways claim, owing to a shortage of men, and the work of cleaning up the yards at once became too expensive and difficult.

At Massena Springs, for example, the Grand Trunk reported that they could get only a limited number of men to dig out coal cars at that point, urgently required in Ottawa, although they were paying wages as high as \$4 a day in view of the emergency.

Coal and coke shipments have been delayed to a serious, and in some instances to an alarming extent; the proper supply of raw materials to munition factories has been interrupted; and the movement of grain from the North West, which is much required not only by the grain producing territory in the West, but as well by the consuming eastern centres, to say nothing at all of the Overseas' demands which must be met, has been interfered with.

The grain movement in the West has been limited to some extent by the movement into and out of the Eastern territory and storage facilities therein, and has also in no small measure been injuriously affected by a shortage of box cars and by a shortage of men, and to a lesser extent of locomotive power.

The causes of congestion are not altogether a railway failure, but include an irregular loading movement overseas, resulting in an uncertainty in the railway movement, and consequent congestion of traffic of itself in excess of the traffic ordinarily offered on Canadian lines.

Over and above all this, the situation is rendered the more acute by reason of the fact that owing to the financial and traffic conditions obtaining in 1914, and for a portion of 1915, the railway companies had not ordered equipment, which has now become necessary, and later were unable to get it, speaking generally, except at largely increased prices on deliveries at an early date. Again, over and above all this, the congestion became more marked, in the first instance on the lines in American territories, with the result that traffic which otherwise would have been routed on American lines, was routed via Canadian lines and offered in large quantities before protective embargoes went into force. The result is a traffic congestion at all points at the border, both on the Canadian and American sides, and at a large number of the divisional points and at all large terminals.

In the steps taken, the Board announces that they have seen to it in the first place that the country falls in no regard in the supplying of materials necessary to the war, that is munitions, grain and flour. The freight movement of the necessities of life has also been made a prime consideration. In the meantime passenger traffic has been relegated to the rear.

The chief congestion is to be found at the frontier and on the section between Hamilton and Toronto. Three companies are directly interested in the passenger movement here—the Grand Trunk, Canadian Pacific, and Toronto, Hamilton and Buffalo Railway companies. The territory is one requiring undoubtedly, a good passenger service. Probably each and every company will be able to show that every train operated in this district is operated at a profit. It is, however, absolutely necessary that at this the most congested point the companies must lose their passenger revenue and the public be inconvenienced, until the present emergency is past.

NOTES AND COMMENTS

Straw hats haven't been very noticeable just lately.

And to think that pretty soon the ice man will be subject to curses if he fails to call around.

Any thermometer which failed to catch it at about thirty below the O last night, is liable to have its veracity impugned.

Fourteen below zero may be the official record, but when you meet it going round the corner, it seems a heap sight more than that.

In the case of the liner Mantola when S.O.S. calls were issued, the sub picked them up and returned to do some more damage. Can you imagine anything more distinctly Hohenzollern than that?

The death of the Duke of Norfolk removes a most unique character. His peerage dates back to 1483, and

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with all his prestige and wealth, he went around so carelessly dressed that he looked more like a navy than anything else. He was another instance of a man born to ease leading a very active and useful life.

NAVY DISPOSES OF SUBMARINES

Significant Statement Made by Commander of Dover Patrol

KNOCKOUT To the Enemy Will Result If All Work Equally Well

London, Feb. 12.—In a letter read at the war loan meeting on Saturday Vice-Admiral Sir Reginald Bacon, commander of the Dover patrol, is quoted as saying:

"If you will try as hard to do your duty ashore by raising a loan as we are doing at sea by sinking submarines and frustrating other evil devices, you will make the loan such a success that it will be a knockout blow to the enemy."

An important conference at headquarters has been called by Emperor William, presumably to discuss the submarine question, says the Exchange Telegraph Company's Amsterdam correspondent, yesterday.

Dr. von Bethmann-Hollweg, the Imperial Chancellor, and high army and navy officials will attend, and it is reported that the possibility of negotiations with neutrals for modifying the terms of the recent German memorandum will be discussed.

WOMEN WHO SUFFER

Can Obtain New Health Through the Use of Dr. Williams' Pink Pills.

Every woman at some time needs a tonic. At special times unusual demands are made upon her strength. Where these are added to the worry and work which falls to her lot, weakness and ill health will follow unless the blood is fortified to meet the strain.

Weak women find in Dr. Williams' Pink Pills the tonic exactly suited to their needs. Most of the ills from which they suffer are due to bloodlessness—a condition which the Pills readily cure. These pills save the girl who enters into womanhood in a bloodless condition from years of misery, and afford prompt and permanent relief to the woman who is bloodless, and therefore weak. Mrs. Wm. H. Wagner, Rosenthal, Ont., writes: "After the birth of my second child I suffered from troubles which most mothers will understand, without going into details. The doctor who was attending me said an operation would be necessary, but as I dreaded this and Dr. Williams' Pink Pills had been of great help to my sister I decided to try this medicine, and I can truly say that after using the pills for some time they made a complete cure and made life more enjoyable than it had been for a long time. I think every woman suffering from the ailments of our sex should give Dr. Williams' Pink Pills a fair trial. I know from my own case the great benefit that follows their use."

You can get these pills through any medicine dealer or by mail at 50 cents a box or six boxes for \$2.50 from The Dr. Williams' Medicine Co., Brockville, Ont.

Managers of eighteen railroads entering Chicago have appealed to the Federal Board of Arbitration and Conciliation to intervene in the threatened strike of switchmen.

Five men were lost when two barges sank off the New Jersey coast in a gale. The barges were being towed to Boston, and became separated from the tug in the storm.

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For Full Particulars of This Great Sale of White See Thursday's and Friday's Issue

OGILVIE, LOCHEAD & CO.

Huns Boast of Sabotage

By Courier Leased Wire.

London, Feb. 12.—In an address at Wilhelmshaven regarding precautions taken by Germany in view of the possibility of war with the United States, Dr. Gustav Stresemann, a prominent National Liberal member of the Reichstag, made the following statement, according to a Rotterdam despatch to The Evening News: "Our German bluejackets in the United States will have seen to it that German steamers in American ports shall not be useable by anyone for some time."

Dr. Stresemann also expressed the opinion that the work of the German submarines was encouraging the army for the spring campaign.

The U. S. Court of Appeals has decided that taxes on \$311,000,000 cannot be collected in Ohio from John D. Rockefeller, who claims Cleveland as a summer residence only, and says he pays taxes in New York.

A liquor blockade has been established at Wheeling, West Virginia, with officers stationed upon the bridge leading from the Ohio side. Ferries are also watched, and all liquor confiscated.

BRITISH INDIA LINER

Continued from page one.

Many Americans aboard the Japanese Prince.

The British steamer Japanese Prince, with many Americans aboard which was sunk by a German submarine, was torpedoed without warning, according to a despatch to the Exchange Telegraph Co. All the crew were landed, the despatch adds. A torpedo struck the Japanese Prince amidships with a terrific explosion. The crew took to the boats, and were picked up within an hour. Many were injured by the explosion, but none fatally.

The seventy-five men aboard the ship, including thirty American cattle men, were saved.

The three-day Adult Bible Class conference at Hamilton was brought to a close last night. W. C. Pearce, of Chicago, adult department superintendent, International Sunday School Association, said the crying need of the day was more intimate knowledge of the bible, not only on the part of laymen, but of ministers.

The situation caused by the German submarine blockade is being given consideration as far as the sailing of vessels of Canadian register are concerned, by a ships licensing committee appointed by the government to control Canadian steamship transportation.

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The Council of the Kitchener Board of Trade endorsed a resolution of the Waterloo County Board of Agriculture requesting the Provincial Government to refund motor car tax to the counties, to be expended on good roads. Shortly before three o'clock this afternoon, an alarm was sent in to the fire hall from box No. 31. The motor and ladder trucks responded and on arriving found a fire at 12 Bridge street.

LOCAL

WAS IN CELLS. The attempt made by escape on Thursday night the police court cells, at the county jail building previously stated.

ALEXANDRIA CHURCH. A solo, entitled "His Heart for Thee," was sung by Lillian M. Wilson at church yesterday during singing service, and in the solo, "Love Not Thee," sung by Miss Agnes He...

SAILORS' FUND. Messrs. Harris, Cookport the following addresses for the Sa Fund: Mr. C. J. Watt, E. P. Park, \$10.00; M. Tyne, \$25.00; Mrs. J. \$15.00; Estate of D. Br Mrs. (Dr.) Stanley, \$5...

LOSS OF MOTHER. The many friends of L. N. Dogorski, curate of church, will sympathize the loss of his mother away last week at he Shamokin, Pennsylvania. Dogorski has been for days absent from the city her funeral, and in his terday, Very Rev. Dea assisted by Rev. Father Kitchener, Ont., at St...

CALVA CHURCH. The Dominion Alliance represented in Calva Church yesterday morning N. F. Caswell, of Toronto well gave a splendid which he urged the support by personal use of the ballot, prayer aid. The church is the appeal given to the evening the pastor Bowyer, preached a st listic sermon from, "Lord While He may be Phylis Snydes and the ed appropriate music.

GROUP SUPPER. The most successful of the junior department year, was celebrated night in the Y. M. C. A. Ryerson, convenor of the nittee, spoke regarding pects for the members to be held next week. The junior department now gest number on the reconstruction of the pre an attempt will be ma to add another fifty boys eses for the evening, one of the most sumpt of the season, were Mes Adams, T. E. Ryerson, and Tegar.

55 P.C. OF YOUNG HAVE DEFECT

Sarnia, Feb. 8.—Fifty of the pupils in the grades of Sarnia public suffering from defective cording to the report School Inspector Henry Board of Education. It is declared to be very is likely that the board to determine the cause remedy.

We will tell you if needs glasses or NOT.

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Monday

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