

STEAMER WHICH PASSED THRU DANGER ZONE

Story of a Perilous Journey Through the Mediterranean Sea HEARD CALLS DAILY From Vessels in Distress; Sub. Campaign Then at Height

On Board Ship, English Channel, Feb. 15—(Correspondent of the Associated Press)—This great ocean liner with its human freight to-night is anchored in comparative safety after having spent in the Mediterranean danger zone three of the most strenuous weeks which the submarine warfare has produced since the beginning of the world conflict.

For days the steamer's wireless has been humming almost steadily with "S.O.S." calls received from vessels in distress. It was only yesterday that the ship was torpedoed four miles from the coast, and signalled wildly with rockets for assistance while we did the only thing which we could do, and that was to put the engines full speed ahead.

But to-night we are in quiet waters, and for the first time in twenty-one days the commander will remove his clothes for sleep. To-morrow we shall dock, and consider ourselves lucky to have reached port at all.

Twice in the last six months a correspondent of the Associated Press has travelled through the Mediterranean, on a trip to and from India. From Indian ports to Port Said there is, of course, practically no danger to be encountered from hostile warfare, but once the Suez canal has been passed on the homeward voyage a ship is in constant peril.

Instructions A day or two after the ship left Bombay the passengers were summoned to the ship's boats to which they had been assigned, and the chief officer made the rounds, delivering instructions which gave many the first real idea of what the coming danger was.

"After we leave Port Said we shall be in the danger zone," he began. "Each of you will carry a life-belt about all the time. This is imperative. Sometimes people get careless or are forgetful. This must not be. You should have the life-belts with you night and day, carrying them even to your baths with you."

The officer gave instructions as to how the life belts were to be adjusted and continued: "In case we are torpedoed five short blasts of the ship's whistle will call you to the boats. You will come immediately, bringing such warm clothing as you can snatch at the moment. The unmarried men and those who are travelling without their wives will see that all women and children are in the boats first. You will put them into the boats by force if necessary. I may tell you that bachelors, if interjected with a smile, 'that a woman will take more rough handling than you may imagine. So throw them into the boats if you have to. Married couples will get into the boats together. It is the husband's duty to go with his wife, and I make it an order that this shall be carried out. Many times a wife refuses at the last moment to get into the boat without her husband, and we want no delays of this sort."

"In case you see that the ship is so badly hit that she is going to sink immediately, you will not wait for the boats. The men will see that the women and children have their lifebelts properly adjusted and then will throw them overboard, following as soon as possible themselves. Jump as far from the side of the ship as you can, and trust to luck. Probably you will be picked up by someone."

And so he continued. It was not a thing which tended to relieve nervousness. More than one woman who was travelling with little children turned away white of face and thoughtful, and for the thousandth time inspected the tiny lifebelts which she was carrying, to make sure they were ready for her babies.

THE MARKETS AT A GLANCE

Potatoes in the Toronto market declined one dollar per bag during the week and the demand continues tight. With the big demand that is now under way for rice, there is insufficient rice on the spot market to meet the requirements. There is considerable rice on the way. Prices of Eastern and Southern rice are all higher in price.

Flour advanced during the week and is still in a strong position. While there has been no advance recorded in the price of sugar, that commodity is in firm position, due to the estimated decreased production of raw sugar on the island of Cuba, as a result of revolutionary disturbances. Tea still holds in the limelight with increased uncertainty as to how and when additional supplies will be secured. An attempt is being made to do business direct with Colombo, but so far without success.

Pure lard and compound lard have been moved to higher levels. There has been an advance in a number of other lines that have advanced during the week are sardines, mustard, custard powders, soap chips, baking powder, tomato sauce, Carriage rates on sugar in Toronto have been increased one cent per hundred pounds and the price of sugar will consequently be raised to that extent. Business in the grocery trade has been very satisfactory during the week.

he was told that the ship's officers had been forbidden to give any information whatever. After leaving Port Said even the emergency communication from the steamer passengers could not tell what direction she was taking.

From Port Said progress was necessarily slow, for the ship was continually weaving in and out, leaving a tortuous wake like a great sea-serpent. A crew of experienced gunners was on duty at the big gun turrets on the deck, ready to take the commander's orders should the occasion arise. Two or three men passengers who appeared on the deck the first night with lighted cigars were roundly upbraided by the commander and were sent below.

At Marseilles the first word of the new German edict regarding the submarine warfare was learned, and here all but about 150 passengers, mostly second-class were disembarked. The ship continued her voyage on February 1, the day set for the beginning of the indiscriminate torpedoing. It is not permitted to name the route taken by the vessel, but it was a most peculiar one, which brought the liner into the channel many days overdue.

From Marseilles on, the trip was a continual horror to the ship's officers, for the wireless told them that ships were going down all about them. Knowledge of these events was kept from the passengers so far as possible, but there were some things which could not be concealed. It was in the early morning that a ship was torpedoed within sight of the liner. The ill-fated vessel had been steaming along with all her lights ablaze, why, nobody could imagine. It was a deliberate but trouble. Suddenly she was seen to heave up out of the water and then settle back with a terrible list. Immediately distress signals were sent up by the wounded ship, but she could expect no aid, for under Admiralty orders no vessel could go to the rescue of another at such a time.

Throughout the three weeks from Port Said passengers stood their feet on the bridge with the ship's officers. From daylight until dark two passengers were always on the lower bridge scanning the waters with marine glasses. And their assistance was appreciated by the commander for he could not have too many on the lookout. During his outward voyage he had escaped in a miraculous manner from a submarine and he had no delusions as to the danger.

It is not only the men in the trenches who lose their reason through the stress of conflict. A sad illustration of what submarine warfare will produce was constantly before the passengers of the liner. There was aboard as a passenger a steamship captain, who for many months had piloted a great ship through dangerous waters. Once at least he had encountered an underwater boat and fought for the life of his vessel. The continual strain had finally told on him and he was being taken home under guard of two men, a shattered wreck who stood for hours in a spot listless. For what? He alone knew and he would not tell.

To The Editor, Of The Courier

ST. PAUL'S AVE. SUBWAY. Brantford, March 8, 1917. To the Editor of the Courier: I feel it my duty to the citizens generally, Conservatives and Liberals alike, to rebuke a bad exhibition of partisanship at the last council meeting by certain members of that honorable body over matters connected with the St. Paul Subway. On the inception of this matter, the 6th October, 1916, the city council passed the following resolution: "Resolved, That the Board of Railway Commissioners of Canada, calling their attention to the absolute necessity in the public interest of having a subway constructed on the tracks of the Grand Trunk Railway on St. Paul Ave., with the intention of having an early date arranged for a sitting of the board at Brantford to arrange terms as to the cost of such a subway between this city and the G. T. R."

It will be observed that this resolution associated no committee of the council or solicitor with the duty to carry out the purpose enunciated therein. I then felt it to be an extremely difficult task to obtain a sitting of the board at Brantford, irrespective of the cost of the subway, as it was entrenched behind a By-Law of the city to close the street for vehicular traffic, confirmed by an act of the Provincial Legislature. I proceeded to the G. T. R. and put myself in communication with the G. T. R. authorities, who metaphorically laughed at my proposition. I then brought the same before the Board of Railway Commissioners for Canada at Ottawa in October last. I sat for the city's case as well as I could, but asked the board to consider the rights of the Township of Brantford and South Dumfries, their councils having passed no By-Laws, and were forced out of the city unless they went a quarter or a mile out over an overhead line.

Once objected that I had no authority to represent the Townships. I had to accede to this, and consequently asked the board to adjourn the hearing to obtain authority, and to send Mr. Mountain, their chief engineer to Brantford to view the situation and report thereon. About the 26th October, 1916, Mr. Mountain came to Brantford and stated he would report that a subway should be constructed, and that the Railway should pay because of their footway at least \$5000 towards the cost of the subway. The G. T. R. council then the city and railway after argument would be determined by the board. I desired to have authority from the townships to have them sign the report, which I had to do in order to make the railway pay as much as possible towards the cost of construction, and then prepared a resolution for the Township of Brantford to pass which I had to Mr. Morgan Harris, was promptly done, and a duly certified copy was sent to me. On obtaining this, I made a like one for the Township of South Dumfries and sent the same to their Reeve, Mr. Aitkins. Their council did not meet for some time after this, and I was advised that the South Dumfries council had not been called, but had omitted to send me the certified copy, without which I could not proceed.

I wrote Mr. Maus, their clerk, and was told that Mr. Smoke, their Reeve, had considerable delay, and an interview with Mr. Smoke, resulting in nothing, I wrote a letter to Mr. Maus stating that I insisted on Mr. Maus attending to the matter in charge. I was involved that I should get this duly certified copy, and at last I received the certified copy of the South Dumfries Township resolution. I then attended on Mr. Wilkes and gave him written instructions to formulate the case for the Township and the city against the G. T. R. The next day I attended at the hearing, but the case had not been so prepared, that he was away sick. I then in his office drew up the case in his name, and had the same forwarded to Montreal on February 17, 1917. Before forwarding the case, I submitted the same to Ald. Jones and Hollinrake, and they, being lawyers, both expressed approval. Here was a notification that the Board of Railway Commissioners had set the case down for hearing, and that I would be advised of the time for hearing of the same, which letter I at once filed with the city clerk. This last communication was on the 5th of March, 1917, and was read out by Col. Leonard at last council meeting. The report of the board of works was then placed before me. I then asked Ald. English to strike out of his report the clause relating to the subway, as the matter had already been dealt with. He consulted other members of the council and refused to do so. After discussion, this offensive and partisan report was accepted by the council. That report reads as follows: "That owing to the absence of Mr. Henderson and the illness of Mr. Wilkes, Messrs. Brewster and Boyd were instructed to make application to the Board of Railway Commissioners for the Dominion of Canada for the opening of St. Paul Ave. by means of a subway under the tracks of the G. T. Railway."

I may here observe that Mr. A. J. Wilkes, the old, faithful and capable city solicitor, was attending as usual to his professional duties on Monday last, the evening of the day on which the council met, and without even as I believe, consulting him, and against my protest, the council saw fit to pass this obnoxious report, and have not words strong enough to de-

nounce such conduct. This is the reward these partisans mete out to Mr. Wilkes for his long and faithful services to this city, and which he has to express my appreciation of the stand of Ald. Jones who protested and voted against this report, and would not be dragged into its support by his Conservative colleagues. As to the treatment meted out to me by this precious report, trying to produce the impression that I had neglected my obvious duty as your Mayor, to four my attempt to safeguard the interest of our city in a matter of great public importance, I leave the citizens to judge after a perusal of the above plain facts, how far these reports are justified in what they attempted. I have always set my countenance against any display of partisanship in the management of our municipal affairs, and always will be to be destructive of the best interest of our city and region. Citizen without regard to politics, religion, class, creed or color, to promote the interest of our city of Brantford by every legitimate means whatsoever. This is my last letter in respect of the St. Paul subway, however much I may be lied about, traduced or slandered.

J. W. BOWLBY, Mayor. WATERFORD. (From our own Correspondent) Mr. J. P. Henry, of Ridgeway, spent Tuesday with Mr. D. S. Bale, Mrs. Alex. Robertson and grandson of Buffalo, are visiting at E. R. Birdsell's.

Mr. Lloyd Stewardson, of Aylmer, spent Sunday with his parents here. Mr. Thos. Caley, of Brantford and Miss Edith Imrie, of Tilsonburg, spent Sunday with Mr. and Mrs. D. F. Coley. Mrs. S. Clark has returned home to Port Stanley, after spending three weeks with her brother, Mr. W. Taylor. The death of Bessie Lawson beloved wife of Mr. Jesse Lambert took place at Greenwood on Tuesday last. The funeral will be held at 10 o'clock on Wednesday evening at the banquet in the town hall in the interests of Y. M. C. A. work. Capt. McNeil, returned soldier and Henry Veigh, were both here. Mrs. Watkins and daughter, Maisie, are spending a couple of weeks in Thorold, Ont. Mr. and Mrs. Charles Rung are moving to Mount Pleasant this week. Miss Zetta Bousfield, of Erie, is the guest of her cousin, Miss Pearl Watson.

To City, Town and Village Dwellers in Ontario

What these boys do, you can do

SEVERAL hundred dollars worth of vegetables was the splendid contribution of the Broadview Y.M.C.A. boys of Toronto towards increase of food production last season. No wonder the boys proudly fly the British flag in their "Garden City" and win fine compliments from everyone.



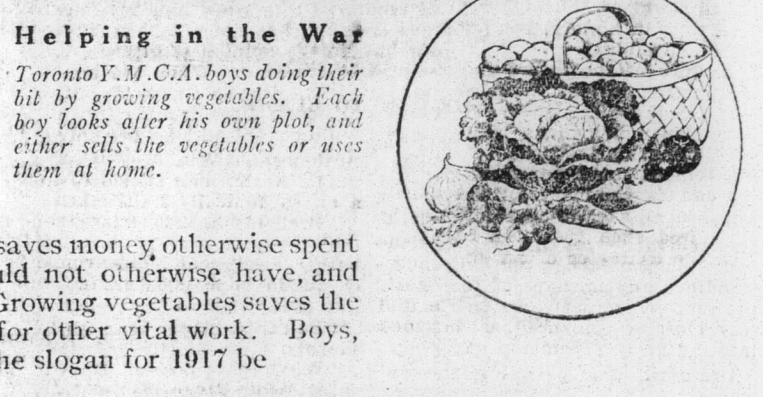
Helping in the War Toronto Y.M.C.A. boys doing their bit by growing vegetables. Each boy looks after his own plot, and either sells the vegetables or uses them at home.

No army could fight very long on an empty stomach. Plentiful supplies of food must reach our heroes in France every day. Besides, there is all Canada to feed, and Great Britain depends largely upon us too. There exists a world shortage of food. Hundreds of thousands of Canadian soldiers are now consumers instead of producers. So you see that every bit of help in growing extra food supplies is of colossal importance. Every home should have a vegetable garden.

Every dollar's worth of vegetables you grow saves money, otherwise spent for vegetables or gives you vegetables you would not otherwise have, and thus helps to lower the "high cost of living." Growing vegetables saves the labor of others whose effort is urgently needed for other vital work. Boys, girls, grown-ups—everyone should help. Let the slogan for 1917 be

"A vegetable garden for every home"

Who doesn't enjoy nice fresh juicy vegetables on the table every day? Isn't it well worth everyone's while to grow vegetables this spring? Decide now. Boys and girls, ask your parents for the use of the ground and their help. They will gladly give you both. Grown-ups should plan now to have a garden. Horticultural societies, lodges, school boards, etc., are invited to encourage vegetable growing by everyone. Parents and guardians are requested to give boys and girls their co-operation.



It is suggested that organizations arrange for addresses on vegetable growing by local expert gardeners. If these are not available, the Department will endeavor to send a speaker. It is urgently requested that applications for speakers be made promptly as the demand for them will be great and the supply of available experts is limited. The Department of Agriculture suggests stimulating interest by forming organizations to offer prizes for best vegetable gardens. Every possible assistance will be given any organization encouraging vegetable production on vacant lots. You do not need to be an expert. Scarcely any plot of ground is too small. Just write a letter to the Ontario Department of Agriculture (address below) and you will receive literature telling all about vegetable growing, how to prepare the ground and cultivate the crop; also a plan showing suitable vegetables to grow, best varieties for Ontario, and their arrangement in the garden. These will be sent free on request. Attend the meetings in your community.

Write for Poultry Bulletin—The high prices for eggs make a flock of poultry well worth while. They are not expensive to keep. In the average home the waste from the table is sufficient. Write for bulletin.

Ontario Department of Agriculture

W. H. Hearst, Minister of Agriculture. Address letters to "Vegetable Campaign" Department of Agriculture, Parliament Buildings, Toronto.

STOP DANDRUFF! HAIR GETS THICK, WAVY, BEAUTIFUL

To be possessed of a head of heavy, beautiful hair; soft, lustrous, fluffy, wavy and free from dandruff, is merely a matter of using a little Danderine. It is easy and inexpensive to have nice, soft hair and lots of it. Just get a 25 cent bottle of Knowlton's Danderine now—all drug stores recommend it—apply a little as directed and within ten minutes there will be an appearance of abundance, freshness, fluffiness and an incomparable gloss and lustre, and try as you will you can not find a trace of dandruff or falling hair; but your real surprise will be after about two weeks' use, when you will see first half—fine and downy at first—yep—but really new hair—sprouting out all over your scalp—Danderine is, we believe, the only sure hair grower, destroyer of dandruff and cure for itchy scalp and it never fails to stop falling hair at once. If you want to prove how pretty and soft your hair really is, moisten a cloth with a little Danderine and carefully draw it through your hair—taking one small strand at a time. Your hair will be soft, glossy and beautiful in just a few moments—a delightful surprise awaits everyone who tries this.

CARTER'S TESTED SEEDS. We have received our stock of these seeds for this season. Come and make your selection early.

DOUGLAS & ROY SEED MERCHANTS. 7 George St. Both Phones 882

My Second Year of the War BY FREDERICK PALMER (Author of "My Year of the Great War.")

The only accredited American Correspondent who Had Freedom of the Field in the Battles of the Somme. PRICE \$1.50

STEDMAN'S BOOKSTORE. Both Phones 569 160 Colborne St

BACK TO WORK. Montreal, March 10.—After being eight weeks on strike five thousand garment workers will return to work Monday. The strikers and manufacturers have agreed to a board of inquiry before which the grievances of both parties are to be argued. The decisions of the board will be final.

Hemstitching, Buttons, The RITCHIE 53 Colborne St.

CROWN BRAND CORN SYRUP. Everybody's Favourite. Children think only of the delightful flavour, on Bread, Griddle Cakes. But "grown-ups" know of the table syrup—how wholesome, economical when spread on bread. Get "Crown Seal" Glass if you prefer. Write for recipe book. THE CANADIAN MONTREAL

SIDE BY RUTH. In almost every marriage there is one person to blame. I don't mean to blame for the marriage, as that might sound, but in all the little inevitable irritations and inconveniences and misunderstandings and mishaps of the daily life that one returns to after the rosy glow of romance has subsided into the light of common day. Ordinarily this person is the woman. I think it is partly woman's economic dependence, partly her inherited passivity of temperament which makes her more patient about accepting blame. "Men Get and Forget, Women Give and Forget." "You know the old saying, 'Men get and forget, women give and forget.'" But I met a couple the other day in which a woman had gotten a whip hand. "We were on a train which was late. They were about to miss a scheduled pleasure engagement. In my opinion the woman would have been more to blame for her husband would have been storing up about, not actually putting the blame on her—he couldn't very well—but giving her a general consent, and the woman would be trying to soothe him and divert his mind. She Sulked and He Tried to Cheer Her Up. But in this family the woman undoubtedly had the upper hand. She knitted brows while the man tried cheer her up. We were talking about this couple after we reached home.

Our Daily Pattern Service. LADY By Anabelle



Miss Ellen Jane Armstrong, an elderly spinster, was acquitted by Judge Ward, of Cobourg, on a charge of sending through the mail to Rev. Albert Burney and Mr. and Mrs. Alonzo Hoskin, of the same village, postcards of a slanderous and scurrilous nature.