

# CORN

## TWO CARS FEED CORN

Arrived To-day  
Soliciting Your Orders  
DOMINION FLOUR  
MILLS, LTD.  
BRANTFORD.

## Selling Our Shoes At Reduced Prices

To make room we are selling our shoes and rubbers at greatly reduced prices.

Get a pair and save money.  
Men's good working shoes, reg. \$4.50, at, **\$3.45**  
Men's Dress Shoes, in tan and black, with pointed and round toes, reduced from **\$6.45** to **\$5.25**  
Men's heavy Rubbers, broken sizes, reduced from **\$2.45** to **\$2.25**  
Boy's School Shoes, very solid reduced from \$3.25 to **\$2.75**  
Men's Shoes with Neolin Soles, in Mahogany and Black, with pointed & round toes, reduced from \$7.50 to **\$6.45**  
See us for your Shoe needs and we will save you money.

## Levine & Co.

59 Dalhousie Street.  
Opposite New Post Office.  
We do repairing at moderate prices.

# GROCERIES!

## White Swan, self-rising, Flour, Buckwheat Pancake Flour

Pancakes made of this flour and served with our pure maple syrup are delicious.

## White Swan Rose Wheat Flour, Corn- meal, Oatmeal, Wheatlets, 3 lbs for 25c.

## A. COULBECK

104 Market St. Phone 12

## WOULD RATIFY PEACE.

Petrograd, March 7.—The central executive committee of the Soldiers' and Workmen's Council, while recognizing that the German peace terms were those of "political bandits" has called on its delegates to the Moscow Congress to vote for the ratification of the peace, says The Izvestia, the Bolshevik organ. This action is advised because the peace has afforded the Social Revolution an "absolutely necessary respite."

# Women's Suits In The New Styles For Spring

THE SUITS this season are very charming, showing narrower skirts and belted or tailored coats which are characteristic of the new mode. They are marked, too, by the tighter sleeves, little vestees and narrow collars frequently of silk in a contrasting shade. Braid plays not a small part in their adornment and many button trimmed styles. The materials include Gabardine, Wool, Toppins, Covert Cloths, Tweeds and All Wool Serges. Prices range—

**\$22.50 to \$65.00**

## W. L. Hughes Limited

PHONE 446.

"Distinctive Ladies' Wear."

127 COLBORNE STREET.

# PACIFIC CURRENTS ARE STILL AMONG UNSOLVED MYSTERIES

## Coast Survey of United States Has Reported its Findings, Showing That Skippers Cannot Avoid Perils of the Pacific Coast

Navigators who have to contend with the currents along the Pacific Coast are confronted with one of the most difficult problems met by mariners in any part of the globe, according to the findings of the United States Coast and Geodetic Survey of the Department of Commerce. Writing on "The Neglected Waters of the Pacific Coast," E. Lester Jones, Superintendent of the Survey, says: "The movements of these waters have neither the comparatively uniform direction and velocity of the Gulf Stream nor the constant ebb and flow of the tidal currents. They appear to be surface currents, merely, caused by the prevailing meteorological conditions, and as such to be subject to frequent change in both direction and velocity. They may be flowing north this week and south next week, or they may die out entirely."

Caught by the treacherous waters many a good ship has been wrecked to her doom, as is attested by the number of wrecks strewn along the rocky coast. That so many vessels should have been lost on the Pacific was not generally due to the fault of their skippers. More often the greater fault, according to Superintendent Jones, has been with the inadequate charts of the waters. The origin of the currents is still a mystery of science and experienced navigators.

The line of the Atlantic Coast is largely of mud and sand and has very little elevation. On the other hand, the Pacific Coast line of Washington, Oregon, and California is almost entirely rocky and precipitous. While the Atlantic and Gulf Coasts are dotted with numerous harbors where ships may seek safety in time of storm, very different conditions exist on the Pacific where there are few harbors and these at long intervals.

"After leaving the Strait of Juan de Fuca, the northern boundary of Washington," says Mr. Jones, "the next point of refuge is Gray's Harbor, a distance of nearly 100 miles, and after that that Willapa Bay and Columbia River, the last named separating Washington and Oregon. And so on down the coast, many miles are travelled without the possibility of making a safe landing either by a harbor or by sheltered sand or mud beach. Moreover, the prevailing heavy swell makes landing difficult and dangerous, even under the best conditions."

Navigators have accepted the belief that the dangerous Pacific currents following the prevailing winds, set, in general, southward in summer and northward in winter. This rule seems to hold true when local winds acquire any great velocity, but in period of calm or night airs it has not proved tenable. Under these latter conditions the records of stragglings show that numerous disasters were caused by northerly currents in summer and southerly ones in winter. The currents are variable not only during seasons but from day to day.

"There is one serious objection to the theory that the currents follow the curve of the shore," says Mr. Jones, "it can readily be seen how a current flowing in a general north or south direction would be deflected to the westward, by points projecting in that direction, resulting in a tendency to set the vessel off shore, a set experienced as she approached the point, if travelling with the current, or after passing it if the current were against her. But it is difficult to conceive of any agency which could re-deflect that current to the eastward after it had passed a point which had already caused it to swing off to the west. "It appears that from our present knowledge of the currents the most accurate statement which we can make regarding them is that we know that they are uncertain; we know that they exist; their velocity

has been actually measured at times and found to attain a maximum of 3 1/2 knots, and is probable that under certain conditions it may considerably exceed even that amount; but we do not know what causes them, and (which is the all important practical consideration) the navigator can, with our present knowledge, never foresee when he will encounter them, so that he may make due allowance for their effect upon his vessel."

A typical victim of the indefatigable currents was the steamer Bear, which was stranded about two miles north of Cape Mendocino in June, 1916, with the loss of six lives and of the vessel which to-day would be worth \$1,000,000. In thick weather the Bear was south-



A SCENE IN "PEG O' MY HEART"  
At the Grand Opera House, Saturday, March 9th. Matinee and Night.

bound. For ten hours after passing Cape Blanco the steamer was unable to locate her position. When his reckoning showed his vessel was fifteen miles northward of Mendocino the master began to take soundings to locate his position, and felt his way through the fog. Up to this time the Bear was outside the 30-fathom curve, or the danger line. The next sounding gave 80 fathoms, or deep water, then 100 fathoms or no bottom which, according to the chart, indicated that the Bear must have crossed the shoal plateau extending westward from Cape Mendocino, and entered the deep submarine valley which makes in, to the westward the beach about three miles southwestward from the cape, because only that course afforded such depths. The skipper assumed that his ship must have passed safely the dangerous reefs of Cape Mendocino and changed his course for Point Arena. About an hour later his vessel stranded near the mouth of the Bear River, two miles northward of the cape.

In the opinion of the experts of the Coast and Geodetic Survey the task of making the necessary soundings to locate his position, and felt his way through the fog. Up to this time the Bear was outside the 30-fathom curve, or the danger line. The next sounding gave 80 fathoms, or deep water, then 100 fathoms or no bottom which, according to the chart, indicated that the Bear must have crossed the shoal plateau extending westward from Cape Mendocino, and entered the deep submarine valley which makes in, to the westward the beach about three miles southwestward from the cape, because only that course afforded such depths. The skipper assumed that his ship must have passed safely the dangerous reefs of Cape Mendocino and changed his course for Point Arena. About an hour later his

vessel stranded near the mouth of the Bear River, two miles northward of the cape.

## WIFE OWES HUSBAND FIRST ALLEGIANCE

Should be Keeping his Home  
Instead of Working for  
Her Mother.

Magistrate Kochendorfer, in the Long Island court, was called upon to decide which comes first in the life of a married woman, her husband or her mother.

"Your mother does not come first," said the magistrate. "If your employment interferes with your keeping your husband's home, give up your work. I believe in women working and being independent when they have to, but I do not believe they ought to hold jobs when their husbands are willing to support them."

This was the decision of the magistrate in the case of Mrs. Amelia Baker, 24, of 40 Jane Street, Jamaica, employed as a conductor by the Manhattan and Queens Traction Company, against her husband, Charles, 27, of 143 Union Hall St. James as an inspector, employed by the Long Island Traction Company.

Mrs. Baker charged that her husband objected to her working to help her mother; that he tore her uniform and tried to have her company discharged her, and also said that he did not give her all the things she wanted.

Baker told the court that he would support her to the extent of his earnings if she would keep his home.

# HE IS SURPRISED AT THE RESULTS

"I'm Beginning To Feel Like  
New Man," Says Forrest,  
After Taking Tanlac.

"For three or four years," said William Forrest, 247 Bernice Crescent, Toronto, "I had suffered from painful, disordered kidneys and nervousness without being able to get anything to help me. My kidneys bothered me constantly and the pain in my back, especially when I stooped over or tried to lift anything, was terrible. My nerves were all to pieces; I had weak, shaky spells, and my hands would tremble so at times I could hardly hold anything. I also had attacks of dizziness, when everything seemed to get dim before my eyes, and my head would swim so I could hardly stand up. I had little or no strength and energy and always felt tired and worn out."

"I am now on my second bottle of Tanlac and I can certainly tell a big difference in my condition. The pain has almost disappeared from my back now, and my kidneys don't bother me any more. Like they did, and I'm beginning to feel like a new man. My nerve are more quiet and steady, and I don't have those weak, dizzy feelings like I did. I am already feeling better in every way than I have in a long time, and am regaining my strength rapidly. I have really been surprised to get such wonderful results in so short a time and I can recommend Tanlac to all suffering people because I believe it will do them good."

Tanlac is sold in Brantford, by Robinson Drug Store, in Paris, by Apps, Limited; in Mt. Vernon, by A. Yeoman's; in Middleport, by William Peddie; in Onondaga, by Neil McPhanden.

## Music and Drama

### "PEG O' MY HEART."

Sometimes a dog is important for reasons other than his fighting ability or his habit of carrying off blue ribbons. Often he is important because he has an extra amount of gray matter in his head—and then he is worth almost his weight in gold.

Take Michael, for instance, one of the dogs in "Peg O' My Heart." He is so important that he must have an understudy, being probably the only canine "actor" in the world reaching this zenith of histrionic endeavor—for when you get to a point where you are so important that you have to have an understudy, you have gone about as far as you can go.

Michael is an "every-looking" little thing, but he is well bred and well trained. In the play there is a little white dog, the pet of the society and supposedly the "dog" of Jordan, while Michael is the "scum" of the canine world. The two are pitted against each other in a show of class distinction, which is where Michael has to use his brains.

"Peg O' My Heart" is the proud possession of Michael, and in it he will play his part at the Grand Opera House next Saturday, March 9th, for the first time, at popular prices. Owing to the demand for seats for this matinee attraction Manager Whitaker will place tickets on sale at Boles Drug Store Wednesday morning.

## THE REX

Stately Edna Goodrich is seen at the Rex Theatre the last three days of this week, as the star of the Mutual photo play production "A Daughter of Maryland," a pleasing story of romance and adventure in the Edwardian period. Miss Goodrich, who is widely known as a stage beauty and an ex-wife of Nat Goodwin, will be remembered in Brantford as the star of "The House of the Seven Gables" two years ago, and the popularity which she won in that picture will be more than sustained in "A Daughter of Maryland." The supporting cast is of especial strength. Ashton, and it is promised a light and entertaining comedy skit, "The Surveyor," which is genuinely funny from beginning to end. The eleventh character of "Venueance and the Woman" will delight the hearts of serial fans, while a Mutual Comedy and the Mutual Weekly conclude the motion picture offering. For Tuesday and Wednesday of next week, Manager Moule announces the first episode of "The Lost Express," a thrilling railroad serial starring daredevil Helen Holmes.

Edna Goodrich is seen at the Rex Theatre the last three days of this week, as the star of the Mutual photo play production "A Daughter of Maryland," a pleasing story of romance and adventure in the Edwardian period. Miss Goodrich, who is widely known as a stage beauty and an ex-wife of Nat Goodwin, will be remembered in Brantford as the star of "The House of the Seven Gables" two years ago, and the popularity which she won in that picture will be more than sustained in "A Daughter of Maryland." The supporting cast is of especial strength. Ashton, and it is promised a light and entertaining comedy skit, "The Surveyor," which is genuinely funny from beginning to end. The eleventh character of "Venueance and the Woman" will delight the hearts of serial fans, while a Mutual Comedy and the Mutual Weekly conclude the motion picture offering. For Tuesday and Wednesday of next week, Manager Moule announces the first episode of "The Lost Express," a thrilling railroad serial starring daredevil Helen Holmes.

## Groceries!

Fresh, clean and wholesome you will find our store. Here are a few of our specials for this week:

Cereals, Fruits, Prunes,  
Canned Fruits, Margarine, Cured Meats and Cheese

PRICES REASONABLE

Cash and Carry System

Butler's Cash Grocery  
211 COLBORNE ST.  
Opp. A. Spence and Sons, Mfrs.  
Open Evenings.

## REX THEATRE

Thursday, Friday and Saturday

EDNA GOODRICH

IN

"A Daughter of Maryland"

ASHTON AND ROSS

In the Comedy Skit

THE SURVEYOR

11th Episode, Venueance and the Woman

MUTUAL COMEDY

MUTUAL WEEKLY

COMING MONDAY

1st Episode

The Lost Express

With Helen Holmes

JUNE CAPRICE

IN "PATSY"

A dainty tale of thrills and Adventure

## MINIMUM ON LOBSTERS.

By Courier Leased Wire

Ottawa, March 7.—A regulation of the Department of Fisheries published to-day prescribes a minimum size for lobsters of nine inches in the Maritime Provinces, west of Halifax harbor. Hitherto lobsters of that length and upwards have been sold alive and smaller ones canned. The regulation, it is said, may temporarily close the canneries, but it will eventually put more money in the fishermen's pockets.

# GRAND OPERA HOUSE Coming, Saturday, March 9

## The Irresistible Youth-Play

# PEG O' MY HEART

By  
J. HARTLEY MANNERS

## Unquestionably the Most Successful Comedy in the World

(Laurette Taylor's Perpetual New York Triumph)

Interpreted by an Admirable Company

Prices—Matinee Reserved Seats—1st 12 rows, 50c; Next 7 rows, 35c; Next 6 rows, 25c; Balcony, first 2 rows, 50c; Next 2, 25c.  
Evening Prices 25c, 50, 75c, \$1.00.  
SEATS NOW ON SALE AT BOLES DRUG STORE.

# COAL CEMENT JOHN MANN & SONS LIME BRICK

323 Colborne Street  
BELL 90 MACHINE 46

# TAXI CABS MITCHELL'S PHONE 632

## SUCCESS WITH WALL PAPER

Don't forget the Home in your calculations, and don't wait till everyone is in a hurry for Wall Papers before deciding what to do. Nothing adds so much to the appearance of a room as handsome new Wall Coverings, and we are ready now with all the latest novelties. Easily the best assortment in town. Make your own comparisons.

# NOBLE & SON

84 COLBORNE STREET.

# Pure

You can keep good condition skin, and be

# BEE

Largest Sale of Sold over

Grand T

MAT

6:30 a.m.—For

6:30 a.m.—For

6:30 a.m.—For

6:30 a.m.—For

6:30 a.m.—For

6:30 a.m.—For

6:30 a.m.—For

6:30 a.m.—For

6:30 a.m.—For

6:30 a.m.—For

6:30 a.m.—For

6:30 a.m.—For

6:30 a.m.—For

6:30 a.m.—For

6:30 a.m.—For

6:30 a.m.—For

6:30 a.m.—For

6:30 a.m.—For

6:30 a.m.—For

6:30 a.m.—For

6:30 a.m.—For

6:30 a.m.—For

6:30 a.m.—For

6:30 a.m.—For

6:30 a.m.—For

6:30 a.m.—For

6:30 a.m.—For

6:30 a.m.—For

6:30 a.m.—For

6:30 a.m.—For

6:30 a.m.—For

6:30 a.m.—For

6:30 a.m.—For

6:30 a.m.—For

6:30 a.m.—For

6:30 a.m.—For

6:30 a.m.—For

6:30 a.m.—For

6:30 a.m.—For

6:30 a.m.—For

6:30 a.m.—For

6:30 a.m.—For

6:30 a.m.—For

6:30 a.m.—For

6:30 a.m.—For

6:30 a.m.—For

6:30 a.m.—For

6:30 a.m.—For

6:30 a.m.—For

6:30 a.m.—For

6:30 a.m.—For

6:30 a.m.—For

6:30 a.m.—For

6:30 a.m.—For

6:30 a.m.—For

6:30 a.m.—For

6:30 a.m.—For

6:30 a.m.—For

6:30 a.m.—For

6:30 a.m.—For

6:30 a.m.—For

6:30 a.m.—For

6:30 a.m.—For

6:30 a.m.—For

6:30 a.m.—For

6:30 a.m.—For

6:30 a.m.—For

6:30 a.m.—For

6:30 a.m.—For

6:30 a.m.—For

6:30 a.m.—For

6:30 a.m.—For

6:30 a.m.—For

6:30 a.m.—For

6:30 a.m.—For

6:30 a.m.—For

6:30 a.m.—For

6:30 a.m.—For

6:30 a.m.—For

6:30 a.m.—For

6:30 a.m.—For

6:30 a.m.—For

6:30 a.m.—For

6:30 a.m.—For

6:30 a.m.—For

6:30 a.m.—For

6:30 a.m.—For

6:30 a.m.—For

6:30 a.m.—For

6:30 a.m.—For

6:30 a.m.—For

6:30 a.m.—For

6:30 a.m.—For

6:30 a.m.—For

6:30 a.m.—For

6:30 a.m.—For