ZILLEBEKE ONE OF THE RED MILESTONES IN CANADA'S PATH OF GLORY

Dominion Troops Stemmed the Tide of Advance Against Ypres and Calais During Two Weeks of June, 1916, Adding Fresh Lustre to Their Immortal Renown.

The Battle of Zillebeke opened on June 2, 1916, and really continued until June 13. The Zillebeke sector is situated two miles due east of Ypres, on a front of two miles from Hill 60 to the upper edge of Sanctuary Wood and Hoodge on Menin Road. At the time the Canadians were occupying the southeastern portion of the Ypres salient. The British were massing troops for the Somme offensive and the Ypres salient was practically stripped of forces. The Canadians were at a great disadvantage. There was no air service. There was little artillery and only a thin line of infantry. There were no series of support and reserve trenches, owing to the nature of the ground, while the Germans had even the advantage of position, being on high ground, while the Canadians occupied the low.

The Zillebeke sector was defended by the 3rd Canadian division, under the command of General Mercer, with the 7th and 8th Brigades in the line. The front line trenches were occupied by the 2nd and 4th Mounted Rifles at the lower end near Hill 60, and Mount Sorrel. The Princess Patricias, two companies of which were largely made up of University men from Toronto, Montreal and the West, occupied the upper part of Sanctuary Wood.

A Terrific Bombardment.

At 6 o'clock on the morning of the 2nd, General Mercer, accompanied by Brigadier-General Victor Williams, began inspecting the trenches occupied by the Mounted Rifles. Unknown to the Canadians, the Germans had for several days been filling their trenches with trench mortars as preparation for a surprise attack which they purposed launching on this day. At 8.45 they suddenly opened a terrific bombardment of the Canadian trenches. For four hours they kept it up. They destroyed emplacements and devastated entrenchments. The Mounted Rifles were blown out of their trenches and fell back. The right flank of the Patricias was left in the air. General Mercer was killed and General Williams wounded, later taken prisoner. A mine exploded at the "Loop" destroyed the right company of the Patricias, but still Captain Niven's Company on the left hung on. Captain Niven was wounded, and No. 7 Platoon, with its commander, Lieut. Hagarty, was wiped out.

Checked German Advance.

To the Germans it appeared that no mortal being could live through the terrific hail of lead and iron. At 12.45 the bombardment suddenly ceased and the enemy, confident of an easy victory, came over, but he had not taken into consideration the indomitable Canadian valor. A remnant of the Princess Pats still remained alive, and these, under the command of Lieut. Molson, subjected the enemy to a blasting enfilade as he passed on the right to the rear. Attempts were made to reinforce the Canadians. Colonel Buller was killed as he was leading up supports and Major Gault was wounded. The remnant in the front line hung on all night, though surrounded.

On the following morning at daybreak, a counter-attack failed. The 15th Highlanders were badly cut up and Lieut. Maurice Malone was killed while leading his company. The Pats hung on tenaciously until Sunday, the 4th, when they were ordered to the rear, having been relieved by the 42nd Highlanders. It was a pitiful remnant that mustered to roll call. Though they had paid a great price they had achieved a momentous victory. It was the dogged heroism of the Princess Patricias that balked the Germans from a straight walk into Ypres and on to Calais.

The fighting continued on the Zillebeke sector until June 13, when a counter-attack drove the Germans back, except from the edge of Sanctuary Woods and Hooge. The Canadians suffered 14,000 casualties during the two weeks.

Markets of the World

Breadstuffs.

Toronto, May 27.—Manitoba wheat—No. 1 Northern, $2.24½; No. 2 Northern, $2.21½; No. 3 Northern, $2.17½; No. 4 wheat, $2.11½, in store Fort William.

American corn—Nominal.

Ontario oats—No. 3 white, 75 to 77c, according to freights outside.

Ontario wheat—No. 1 winter, per car lot, $2.14 to $2.20; No. 2 do, $2.11 to $2.19; No. 3 do, $2.07 to $2.15 f.o.b., shipping points, according to freights.

Ontario wheat—No. 1 spring, $2.09 to $2.17; No. 2 do, $2.06 to $2.14; No. 3 do, $2.02 to $2.10 f.o.b., shipping points according to freights.

Peas—No. 2, $2.10, nominal, according to freights outside.

Barley—Malting, $1.16 to $1.21, nominal.

Buckwheat—No. 2, nominal.

Rye—No. 2, nominal.

Manitoba flour—Government standard, $11, Toronto.

Ontario flour—Government standard, $11 in jute bags Toronto and Montreal, prompt shipment.

Millfeed—Car lots delivered, Montreal freights, bags included. Bran, $42 per ton; shorts, $44 per ton; good feed flour, $2.70 to $2.75 per bag.

Hay—No. 1, $32 to $35 per ton; mixed $20 to $24 per ton, track Toronto.

Straw—Car lots, $10 to $11 per ton.

Country Produce—Wholesale.

Butter—Dairy, tubs and rolls, 38 to 40c; prints, 40 to 42c. Creamery, fresh made solids, 52 to 53c; prints, 53 to 54c.

Eggs—New laid, 47 to 48c.

Dressed poultry—Chickens, 30 to 34c; roosters, 25c; fowl, 30 to 33c; ducklings, 32c; turkeys, 35 to 40c; squabs, doz., $6.

Live poultry—Roosters, 25c; fowl, 28 to 33c; ducklings, lb., 35c; turkeys, 30c; chickens, 27 to 30c.

Wholesalers are selling to the retail trade at the following prices:

Cheese—New, large, 30 to 30½c; twins, 30½ to 31c; triplets, 31 to 31½c; Stilton, 31 to 31½c.

Butter—Fresh dairy, choice, 48 to 50c; creamery, solids, 54 to 55c; prints, 55 to 56c.

Margarine—35 to 38c.

Eggs—New laid, 51 to 52c; new laid in cartons, 53 to 54c.

Dressed poultry—Chickens, 40 to 45c; spring chickens, 75c to 80c; roosters, 28 to 30c; fowl, 37 to 38c; turkeys, 40 to 45c; ducklings, lb., 25 to 38c; squabs, doz., $7; geese, 28 to 30c.

Live poultry—Spring chickens, 60 to 65c.

Potatoes—Ontario, f.o.b., track Toronto, car lots, $1.75; on track outside, $1.60 to $1.65.

Beans—Can. hand-picked, bushel, $4.25 to $4.50; primes, $3 to $3.25; Imported hand-picked, Burma or Indian, $3.25; Limas, 12c.

Honey—Extracted clover: 5 lb. tins, 25 to 26c lb.; 10 lb. tins, 24½ to 25c; 60 lb. tins, 24 to 25c; Buckwheat, 60 lb. tin, 19 to 20c. Comb: 16 oz., $4.50 to $5 doz.; 10 oz., $3.50 to $4 dozen.

Maple products—Syrup, per imperial gallon, $2.45 to $2.50; per 5 imperial gallons, $2.35 to $2.40; sugar, lb., 27c.

Provisions—Wholesale.

Smoked meats—Hams, med., 39 to 41c; do, heavy, 33 to 34c; cooked, 54 to 56c; rolls, 33 to 34c; breakfast bacon, 44 to 48c; backs, plain, 47 to 48c; boneless, 30c; clear bellies, 28 to 29c.

Cured meats—Long clear bacon, 29 to 52 to 55c.

Lard—Pure, tierces, 34 to 34½c; tubs, 34½ to 35c; pails, 34¾ to 35¼; prints, 35½ to 36c. Comp. tierces, 27½ to 28c; tubs, 28½ to 29c: pails, 28¾ to 29c; prints, 29½ to 30c.

Montreal Markets.

Montreal, May 27.—Oats—Extra No. 1 feed, 86½c. Flour—Spring wheat new standard grade, $11 to $11.10. Rolled oats—Bags, 90 lbs., $3.90 to $4. Bran, $42. Shorts, $44. Hay—No. 2, per ton, car lots, $38 to $40. Cheese, finest easterns, 30½ to 31c. Butter, choicest creamery, 55 to 55½c. Eggs, fresh, 52 to 53c; selected, 54 to 55c; No. 2 stock, 50c. Potatoes, per bag, car lots, $2 to $2.10. Dressed hogs, abattoir killed, $30.50 to $31. Lard, pure, wood pails, 20 lbs. net, 34c.

Live Stock Markets.

Toronto, May 27.—Good heavy steers, $14 to $14.50; choice butchers' steers, $13.50 to $14; butchers' cattle, choice, $13.25 to $13.75; do, good, $12.75 to $13; do, medium, $11.75 to $12.25; do, com., $10 to $10.50; bulls, choice, $11.75 to $12.50; do, med., $10.50 to $11; do, rough, $8 to $8.50; butchers' cows, choice, $12 to $13; do, good, $10.50 to $11.50; do, medium, $9.25 to $10; do, com., $8 to $8.50; stockers, $8.75 to $12; feeders, $12.50 to $14; canners and cutters, $4.50 to $6.50; milkers, good to choice, $90 to $150; do, com. and med., $65 to $75; springers, $90 to $160; light ewes, $13 to $15; yearlings, $12 to $14; choice lambs, $18.50 to $20; spring lambs, $12 to $15; calves, good to choice, $14 to $16; hogs, fed and watered, $22.50 to $22.85; do, weighed off cars, $22.75 to $23.15; do, f.o.b., $21.50 to $21.85.

SHIPS THAT FOUGHT WORLD'S GREATEST SEA BATTLE--JUTLAND, MAY 31, 1916

British Navy Names Commemorate Glorious Ships and Gallant Men; Deathless Names Are They, Recalling the Deathless Deeds of Generations of Seagoing Britons.

Names never die in the British navy.

It is one of the characteristics of that noble service that its ships wear the same names, generation after generation. Names of both men and ships link the glories of the past to the greatness of the present by an endless chain of commemorating valiant actions.

German ship names emblazon the fame of tinhorn generals or tinhorn victories, or tinhorn institutions, as "Kaiser," "Scharnhorst" and "Gneisenau"—or more geographical accidents as "Leipzig" or "Emden"— or pet pups, such as "Pommern" or "Prinz Eitel Friedrich"—or headache powders, as "Seydlitz."

British navy names commemorate glorious ships and gallant men, the sea-godmothers and sea-godfathers of ships and men destined in their turn to pass on deathless names that will inspire other men in other ships to deathless deeds.

There is romance, adventure, inspiration, allegory and centuries of history in the one hundred and fifty names mentioned by Admiral Jellicoe in his account of the Grand Fleet at the world's greatest sea fight—the Battle of Jutland, May 31, 1916.

"Indomitable," "Fearless," "Inflexible," "Invincible," "Valiant"—they might have been taken from the pages of the Holy War or Pilgrim's Progress.

Names of Glorious Memory.

Every name of the hundred and fifty-one names may well be written in letters of gold in the tablets of memory by every Briton, from the mine-layer "Abdiel," which toiled all night sowing a mine field to cut off the German retreat, to the "Warrior," whose crew were saved from destruction by the wild circles of the helmless "Warspite."

"Iron Duke"—she was Jellicoe's flagship; "Lion"—that was Vice-Admiral Beatty's; "Conqueror," "Thundered," "Vanguard"—names of courage and power; "Temeraire" and "Bellerophon" — recalling Nelson's glory and Napoleon's finish—they were all there, at Jutland; and seven score others, big and little, many of them smacking even of the forbidden pages of the dime novel—"Morning Star," "Mindful," "Marksman," "Mischief," "Attack." Yes, and little "Mary Rose" was there, later on, going down with flag flying, fighting against hopeless odds while she saved her North Sea convoy.

The genius and destiny of the greatest naval nation the world has ever seen ensure that the names of great naval heroes shall reappear from generation to generation in the chronicles of maritime glory; and a wholesome regard on the part of the Admiralty for the great helpfulness of Tradition makes it certain that the names of equally gallant ships shall never fade from the face of the waters, no matter what the fate of the individual wearer of the name.

"Revenge" True to Its Reputation.

Thus, Sir Richard Grenville fought the Spaniards in the "Revenge," one to fifty-three, off the Azores, three hundred and twenty odd years ago. A "Revenge" fought and sailed in Nelson's fleets. And a "Revenge" rammed a submarine in the battle of Jutland, and received Vice-Admiral Sir Cecil Burney's flag when he quitted the damaged "Marlborough."

The "Canada" was one of Rodney's ships in the "Battle of the Saints," in the West Indies, 1782. The "Canada" fought the "Ville de Paris" two hours, broadside to broadside, in Rodney's victory. A "Canada" was also in the Battle of Jutland—fourth ship in the third division of the battle fleet.

A "Sir Francis Drake" led the van in the Battle of the Saints for Rodney in 1782, even as the original Sir Francis harried the Armada two hundred years before.

The little destroyed "Ardent," in the Jutland battle, torpedoed the huge German "Pommern."

"The flottila was again in action a little later with some enemy battleships," writes Admiral Jellicoe, "and the 'Ardent' attacked and fired a torpedo, but the result could not be observed, as a very heavy fire was concentrated on the 'Ardent,' which sank with colors flying after a most gallant night's work. It is sad to record that Lieut.-Commander Marsden and one man were the only survivors; they were picked up by a destroyer on June 1st, after having been five hours in the water."

The original "Ardent" was a captive from the French—one of Rodney's prizes in the Battle of the Saints, and the only one to get home. The others, including the gorgeous 110-gun "Ville de Paris," were lost in hurricanes on their way to England.

Admiral Jellicoe's book thus records the last four minutes of a good man and a good ship, both bearing, at Jutland, seagoing names famous since the eighteenth century:

Captured from the French.

"Rear Admiral Hood (the Hon. Horace L. A. Hood, C.B., M.V.O., D.S.O.), who was on the bridge of the "Invincible" with Capt. Cay, hailed Commander Dannreuther, the gunnery officer in the fore control, at about 6.30 p.m., saying, 'Your firing is very good. Keep at it as quickly as you can. Every shot is telling.' At about 6.34 p.m. the 'Invincible,' which had already been hit more than once by heavy shells without appreciable damage, was struck in 'Q' turret. The shell apparently burst inside the turret, as Commander Dannreuther saw the roof blown off. A very heavy explosion followed immediately, evidently caused by the magazine blowing up, and the ship broke in half, and sank at once, only two officers, including Commander Dannreuther, and four men being subsequently picked up by the destroyer Badger."

The "Spitfire's" Feat.

The "Invincible" was a seventy-four in Admiral Harvey's fleet that captured Trinidad and destroyed the Spanish fleet in 1797. Admiral Lord Samuel Hood captured the anchorage of Bassterre, St. Kitts, in the West Indies from the French Admiral De Grasse in 1732. It was his cousin, of the same name, who was Commodore of the British fleet in the Caribbean in 1804, and added to the navy that quaint "sloop of stone," still known as "H.M.S. Diamond Rock"—an islet which he seized and fortified, and with which, as from a blockading ship, he muzzled the French in Martinique for eighteen months.

There was the "Spitfire," too.

What might be expected of a destroyer of her name?

Nothing but what happened. At midnight enemy cruisers fell in with the fourth destroyer flotilla, opening a heavy fire. The destroyers were outgunned, but undaunted. They attacked at once. The "Tipperary" leading, was crippled and set ablaze; the "Broke," unmanageable, rammed her consort, the "Sparrowhawk," and wrecked her; but the "Spitfire," pulling out of the smoke and flame of the "Tipperary," torpedoed one four-funnelled German ship, and having no room to turn, bumped into a German light cruiser, scraping alongside and tearing off 29 feet of the skin plating of the Hun to take home as a souvenir.

TURKEY TO BE DISMEMBERED

Allies Who Are Unsatisfied With Other Arrangements Each to Have Slice.

A despatch from Paris says:—Whatever doubt existed as to the disposition of the once mighty empire, Turkey, was dissipated on Wednesday afternoon when the conclusion was finally reached to begin a dismemberment process of distributing choice bits among the allies who have been disaffected by their treatment on other subjects. Turkey is to be a sort of universal sop.

Britain's insistence that Constantinople shall remain Islamic is likely to result in her receiving a mandate possibly in conjunction with France and Italy, supervised by a League of Nations commission. Another of the latest suggestions concerning Constantinople is that it should be constituted an independent state with a residence for the Sultan, who would retain his spiritual and temporal power. British apprehension as to the effect on Mussulman subjects if the Sultan were to be expelled from Europe explains the revision of plans to that end.

DECREASE OF $29,244,400 IN TOTAL APRIL TRADE

A despatch from Ottawa says:—Trade figures for the first month of the new fiscal year show a decrease of $29,244,403 in the total of Canadian trade as compared with April, 1918. The total for last month was $121,527,952, as compared with $150,772,355 in April, 1918. The decrease was chiefly in the total value of merchandise imported, which declined $24,368,720, as compared with last year's figures for April. The total value of imports was as follows:—April, 1919, $54,255,219; April, 1918, $78,623,939. A decline of $6,672,493 in the total value of domestic merchandise exported is shown by the figures. In April, 1918, the total value of domestic merchandise exported was $71,161,652, while last month it was $84,489,159.

CLYDE SHIPBUILDERS TO EMIGRATE TO AMERICA

A despatch from London says:—A despatch to the Times from Glasgow says that the shipping companies of the Clyde are deluged with enquiries indicating that there will be a great exodus of emigrants from Scotland to North America immediately when transportation facilities are available.

BRINGING UP FATHER