

MOTOR BOATS SINK WARSHIPS

Story of Attack by Italian Small Craft on Big Austrian Dreadnoughts.

SOME ANXIOUS MOMENTS

THRILLING ADVENTURE TOLD BY COMMANDER RIZZO.

Who Was in Command of Thirty Men—Broke Through the Destroyers and Torpedoed the Big Dreadnought.

Venice, June 13.—Two of Austria's four dreadnoughts of the Viribus Unitis class have been torpedoed in the open sea, six miles from an island off her own coast, by two tiny Italian motor craft. The first of them received two torpedoes, one immediately below her funnel and close to her engines, if not directly into the engine-room, and the second aft near the munitious holds. She was seen in a heeled-over position. The second battleship was struck full by another torpedo.

The man who did it is Commander Luigi Rizzo, a sailor who has already won renown by sinking the battleship Wien in Trieste harbor, and by innumerable other acts of daring against Austrian coast harbor ships I saw him a few hours ago. He had come straight from the exploit of two nights ago, and had had no sleep, but wore few traces of fatigue.

He was cruising off the Dalmatian coast, along its islands, in one of those motor craft flotilla which he commands. One other boat was with him, commanded by a midshipman named Anzo. He was just below the island of Lussin, 30 miles south-east of Pola.

Thirty Men With Rizzo.

Two small craft which between them had 30 men aboard were quietly going along the coast when a great column of smoke was seen.

"Wondering what it was," said Commander Rizzo, "I changed my course and was soon running northward. I could make out in the dim dawn—it was about 2.15 on Sunday, and, strangely enough, was the anniversary day of the sinking of the Wien six months ago—that a powerful enemy squadron was approaching. There were two ships of the Viribus Unitis type, preceded and flanked by ten destroyers.

"I said to myself, 'You'll never get a chance like this again. You've got to go about it.' I ordered Anzo to attack, as I thought it best to do so, and I made straight for the squadron. They did not see of near me. When I judged the moment had come I slipped between the second and third escorting destroyers. As I passed the former they caught sight of me, and an alarm whistle was blown violently. She began firing, but her shells passed over us. I was already through the line, a distance of between 400 and 600 feet.

"I let go my torpedoes. One struck on a level with the funnels and the second struck further aft, but also exploded with full force."

There was Commander Rizzo inside the Austrian line, his motorboat with torpedoes gone and weaponless, so at least the second Austrian destroyer seems to have judged, for it turned to run him down, but he had another resource left—two depth charges. Judging the speed of his own little vessel, and that of the destroyer, he flung one in. It did not explode, and after another lightning calculation, I went the second.

"I saw the destroyer life in the sea," he says, "and roll like a drunk man."

Badly Hit.

She was badly hit, and in the gap made, though the third oncoming destroyer tried to ram him, Rizzo slipped away. The whole thing had not lasted more than 20 minutes.

Meanwhile Anzo's boat had, in its turn, sidled up to the rear of the convoy and fired two torpedoes at the second Viribus Unitis. The first slipped past her bows, but the second hit her full towards the stern. Those in Anzo's boat saw the first battleship heeling over deeply, and Anzo's boat sped away after its companion. There was a little desultory firing in their direction, but they were not pursued.

Sixteen hours later Italian aircraft were flying over the scene and saw masses of wreckage drifting away towards the north Adriatic. That so much wreckage should have been seen so long after many can firm the loss of the big vessel. The damaged destroyer was seen earlier

being towed back to Pola, so the wreckage had not come from her. Aircraft have since visited Pola and report that there is now only one dreadnought there, where once there were four. A Viribus Unitis were recently torpedoed in Pola.

Rizzo is a Sicilian and has a simple, unassuming manner. As a merchant captain he has been all over the world.

WOMEN WOULD LICENSE ALL BOARDING HOUSES

So That Tendency to Immoralities In Some Might Be Eradicated.

Brantford, June 14.—Resolutions advocating Government licensing of all boarding houses, as well as hotels, so that the tendency to immoralities in some of them might be eradicated, also along the line of providing voluntary workers to protect young girls on the streets and other places were strongly endorsed and passed by the National Council of Women here to-day. It was initiated by several speakers that legislation along these lines is much needed at present.

The Man on Watch

Toronto is not the only place that can stage a school sensation. When Portsmouth does anything it goes into it with both feet.

The next teacher who goes to Portsmouth had better learn beforehand that the Hatter's Bay kids insist on singing the National Anthem all through. No abbreviated version for them.

Why shouldn't Portsmouth have a union church? It has a prison where men and women of all religious denominations are incarcerated.

Of course the autoists have some rights on the streets we must admit. Foot passengers are not the only people.

There was a time when drivers of horses looked upon automobiles as too dangerous to be permitted on the streets, forgetting that it was the horses that made things dangerous.

The middle aged boys up at Cooke's church were brought up on the gospel that there is no good going on outside after 10 p.m., but they want to see just what is going on.

According to the Salvation Army leaders, the Devil is not dead. They dispute the assertion in Revelations that the old boy was cast into a burning lake and destroyed. Perhaps he was tossed in, but he did not burn. There are just as narrow escapes in these war days.

If any person has been missed in the latest list of English decorations he should make application to those in authority before midsummer vacation time begins.

The people are eagerly awaiting "Doc" Bell's official announcement of the milk tests. They want to see if their milkmen make use of the pump.

They have long memories out in Kennebec to own an assault case of twenty months' standing being only now heard. To love your enemies is not Kennebec doctrine.

The Mayor had better proclaim a holiday on the 22nd of June to enable the people to get registered, for the Lampman predicts tedious delays and a high old time.

William M. Baillie, late police chief, was as straight a man in stature as he was in his dealings with his fellow men. He was a man of honor and lived a happy and contented life. His old friends and young ones miss his presence, but cherish his memory.

THE TOWN WATCHMAN.

SIGHTED A SUBMARINE

Heading Back to Germany With Copper Spoils.

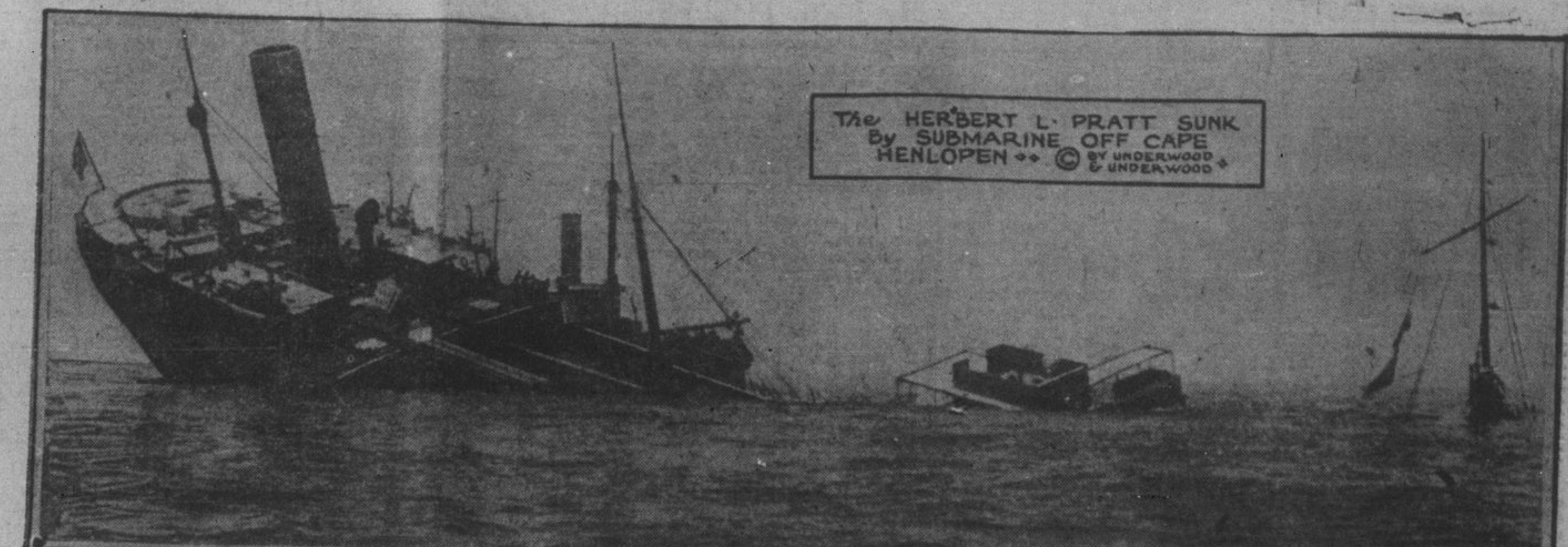
New York, June 14.—A big German submarine, carrying two deck guns, was sighted last Tuesday, 300 miles off the American coast, heading eastward, by passengers arriving here yesterday on the Holland-American liner Nieuw Amsterdam.

The submarine made no effort to halt the liner. It is now believed that this U-boat is the one that held up the Norwegian steamer Vindegen off the Virginia coast and looted her copper cargo. The submersible is evidently en route back to Germany with the spoils.

The tobacco substitute supplied to the German army has proved more injurious than enemy gas attack. Deputy Mueller, of Meiningen, declared in the Reichstag on Tuesday.

The Governor-General and party spent a busy time on Friday inspecting the Ontario Agricultural College and other leading institutions of Guelph.

BIG TANK STEAMSHIP, VICTIM OF U-BOAT, BUT NOW REFLOATED



The HERBERT L. PRATT SUNK By SUBMARINE OFF CAPE HENLOPEN

The above picture shows the tank steamship Herbert L. Pratt, of the Standard Oil Company, lying in shallow water off the Delaware coast. Her bridge and most of the stern were left above water. The bow was buried in the soft mud. The Pratt, the largest of the freight carrying vessels was torpedoed by one of the U-boats that is preying upon coastwise shipping. As soon as she was struck her captain pointed her bow, which was filling with water, toward the coast and succeeded in running her aground on a shoal off Cape Henlopen. She has since been refloated and was towed into an Atlantic port, where she will be repaired.

DISEASE TELLS ON HUNS

BAD FOOD CONDITIONS PRODUCE EPIDEMICS IN GERMANY.

Trouble is impending—grave crisis probable if this summer's offensive is not successful. American Army Headquarters on the Marne, June 14.—Evidence of the greatest importance as to internal conditions in Germany has just come into the possession of the Americans through captured documents and testimony of a captured medical officer.

On May 8th at Heidelberg there was held a meeting of scientists and physicians from all parts of Germany, at which resolutions were sent to the Kaiser, the Chancellor and the Reichstag, demanding immediate Governmental aid to combat serious health conditions. This resolution set forth that the death rate among infants and women and children had risen to 68 per cent, and pointed out the increasing peril to the German civilian population. It was pointed out that sanitary conditions were bad and getting worse; that four years of not enough food had placed the civilian population in a position where it could not offer normal resistance to disease. Especial attention was drawn to the ravages of spring epidemic, due to malnutrition.

Illness of Factory Hands.

Physicians reported the great prevalence of abscesses among war factory workers. It was also learned that the decree of May 16, reducing the bread ration from 200 grammes to 160 grammes, stated that the reduction was decreed until crops arrived from the Ukraine. It was stated that the German people were coming to doubt the receipt of food supplies from the Ukraine, and there was general dissatisfaction with the peace made with the Russians.

The recent treaty with Austria aroused the suspicion that the people would be victims of the annexationists' hunger for territory; and the prospect of a fifth winter of war brought a serious situation for the German Government.

According to captured German officers, the German people have the greatest dread of America's coming strength in the war. While this has been partially assuaged for a while by promises from Hindenburg and the Kaiser of victory before our full weight can be felt, they said the failure of the Somme drive to end the war as promised made the people doubtful.

Evidence from a number of sources indicates that if the German Government does not win the war in the next four months there is a prospect of a grave crisis in Germany. Prisoners insist the situation is becoming desperate.

A very intelligent officer expressing the conviction that the capture of Paris would not end the war. He even said that if the Germans went as far as Bordeaux the war would not be ended, with the Americans in it.

AHEAD OF DESTRUCTION

American Production Five Times Lost Tonnage.

Washington, June 14.—Since German submarines began their raids off the Atlantic Coast on May 25th, the output of shipyards building vessels for the shipping board has exceeded the sinkings of American ships by more than 100,000 dead-weight. The production during this interval has been 21 ships, totalling 120,642 tons, excluding the vessels salvaged. The submarines destroyed ten American ships, totalling 26,000 tons.

ADVISED RESISTANCE.

Russellite's Admission on Witness Stand.

New York, June 15.—Wm. A. Van Amburgh, treasurer of the International Bible Students' Association, and other allied "Russellite" organizations, admitted having written letters counselling draft resistance even to the point of imprisonment while testifying yesterday at the trial of himself, Joseph Rutherford, and others for alleged espionage act violation.

Very many times conclusions are unjust.

Public Library Bulletin

Some Chosen Books of Interest for June—These Books Are Free To All Citizens. Captured—J. H. Douglas. Glory of the Trenches—C. Dawson. The Dark People—Ernest Poole. To Arms!—M. Thayer. To Baghdad with the British—A. T. Clark. Private Post—St. R. Post. Germany At Bay—H. MacPail. Escape of a Princess—Pat—George Pearson. Winged Warfare—Major Bishop. Story of the Salonica Army—G. W. Prince. Face to Face with Kaiserism—J. W. Gerard. Pigeon Racing—A. Macleod. Home Poultry Book—E. I. Ferrington. Canadian Home Vegetable Gardening. Business of War—I. F. Maccaison.

THE SOUL OF A NATION.

Punch. The little things of which we lately chattered— The death of taxis or the dawn of spring; Themes we discussed as though they really mattered, Like rationed meat or raiders on the wing. How thin it seems to-day, this vacant prattle, Drowned by the thunder rolling in the west, Voice of the great arbitrament of battle That puts our temper to the final test; Thither our eyes are turned, our hearts are straining, Where those we love, whose courtesy lags at fear, Amid the storm of steel around them raining, Go to their death for all we hold most dear. New-born of this supermost hour of trial, In quiet confidence shall be our strength, Fixed on a faith that will not take denial Nor doubt that we have found our soul at length. O, England, staunch of nerve and strong of aim, Best when you face the odds and stand at bay! Now show a watching world what stuff is in you! Now make your soldiers proud of you to-day!

ENOUGH U. S. TROOPS ARE NOW IN FRANCE

Their Entry Into Line Will Make Up For Lack of Effectives.

Paris, June 15.—Commenting on the battle situation to-day the military critic of the Temps concludes his article, which is in an optimistic vein, as follows: "We have done and are doing all that is possible. To-day we are holding the German attack until the entry into the line of all the American troops in France makes up for the lack of effectives. The enemy's communications recognize that he is engaged in hard combats. He must have a decisive victory rapidly. The valor of our soldiers will prevent him from obtaining it and if our army, facing numerically superior forces, must still withdraw it will only do step by step."

From the unprecedented number of prisoners who surrender without serious resistance, the Echo de Paris infers that the morale of some of the German soldiers has been lowered. The Matin expresses a similar opinion, based on the exhaustion and frightful losses of the enemy.

In spite of violent assaults on a short front delivered by five German divisions, slight progress was made only in the region of Domme and Cutry, and the Petit Journal says that the Germans will not obtain their objective because their formidable sacrifices will not permit them to continue their efforts with the intensity shown at the beginning of the battle.

If the Germans have still at their command numerous divisions, Gen. Foch possesses the nucleus of units strong enough to face any possible new attack, says L'Homme Libre. Premier Clemenceau's organ, in its review of the situation, along the front south-west of Soissons.

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Register Ahead of Time Where You Can. 16 17 18 19 20 21 22. THERE is good sound advice in the old saying—"Come early and avoid the rush." Come early to the registration booth on Registration Day—but better still—register before Registration Day, if you can. It is going to tax the powers of deputy registrars to the utmost to handle the crowds on June 22nd. Realizing that to be so, many of these deputies are arranging to take beforehand the registration of any persons who care to present themselves. The Board urges you to read the papers carefully for news items in regard to prior registration in your locality, and to take advantage of any facilities offered in that connection. Enquire of your employer as to the arrangements in effect for advance registration at the place where you work. He can readily make such arrangements, if he has not already done so. REMEMBER That registration ahead of time is valid registration—it is complying fully with the law. That by so registering you will almost certainly be saving yourself great inconvenience on Registration Day. That every registration taken beforehand is so much of the job done—so much of the load lifted from the overburdened registrar—so much congestion avoided. Study your own convenience, aid the Volunteer Deputy, obey the law, and serve Canada, by registering early in the week if you can, or, in any event, early on The Day. Issued by authority of Canada Registration Board

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