

# FRUIT MEN'S CONVENTION IN TORONTO

## Some Criticism of the Inspection and Sale Act is Heard.

### THE DUST SPRAY

#### Advocated as Being Better Than Liquid in Orchards.

Toronto dispatch—That the inspection and sale act gives no protection whatever to the apple consumer who buys apples in small quantities from retail stores was one of the statements Mr. A. S. Chapin made yesterday at the annual convention of the Fruit Growers' Association of Ontario. That it does not act in ways to protect the purchaser who buys even in barrels was another assertion made by Mr. Chapin.

Dominion Fruit Commissioner John H. Galt, in his report, Chapin's first statement was in a measure true. The inspection and sale act does not define the quality of fruit sold in open packages, the purchaser is supposed to see and judge for himself in such cases. The act does, however, provide when fruit is sold in open packages that the contents must conform to the top layer in quality. Mr. Chapin admitted that in the case of closed packages there may be dishonest packing but such cases were rare. On the other hand, apples imported last year from Maine, where there is no legal standard for grading, were in almost every respect, found to be scandalously over-rated, and the Canadian growers who imported them were compelled to regrade before offering for sale.

Mr. Chapin also complained of the law in another particular. The standard fixed for No. 2 grade, he said, was so indefinite that even after fifteen years' experience, could not say what a No. 2 grade was. He would have two classes of No. 1—No. 1 large and No. 1 small. In both cases the apples should be free of spot, well shaped and well colored. By having two sizes the fruit would sell better than if mixed. In No. 2 he would put fruit lacking in color and slightly spotted. The sale of culls, save for evaporator or canning stock, he would prohibit altogether.

The President, Dr. Grant, in his address, said the law is not as severe as would be any money in producing low-grade fruit. "Put the high-class fruit on the market and send the rest of it to the evaporators and canning factories, or feed it to the hogs," he said.

Prof. J. W. Crow expressed the opinion that there never was a time when there was more promise of profit to be had from the planting of orchards by men who are prepared to care for the same than there is now. He favored, however, the setting out of large orchards by skilled orchardists, not a small planting by men who will not care for them.

Experienced fruit growers told of the varieties which had proven most profitable. Mr. F. D. Lovelkin, who has 5,000 apple trees on his farm, said the Baldwin had paid more money on the Lake Ontario front than any other variety. In the west-end a new planting he would set half in Golden and one Duchess, Wagener and Dwarf pears as fillers to produce fruit before the Spice came in season.

Mr. H. T. Foster, Burlington, named the Ribston Pippin, Bismarck, Staygreen and Greening in one class.

**FALL PLOWING OF ORCHARDS.**  
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A discussion on dust vs. liquid spray for control of scab and codling moth in apple orchards was opened by Prof. H. H. Wheeler, Plant Pathologist of Cornell University. From 1912 to 1915, inclusive, Cornell station carried on comparative experiments with dust and liquid sprays. In these four years the dust method, in experimental work, gave as good results as liquid spray, and at no greater cost. In 1916 eleven apple growers in New York State tried the new method in commercial orchards. Some of these got better results by dusting than by spraying. On the average the eleven orchards showed 17 per cent. more scab with dust than with liquid spray. What was noteworthy was that at Cornell station itself, despite the unfavorable weather conditions, better results were obtained with dust than with liquid spray.

Prof. Wheeler did not believe that the cost of dust would be less than liquid spray, and one great advantage in favor of the former is that it can be much more quickly applied. Ten acres could be "dusted" in two hours, while it would require two days to apply liquid effectively to the same area.

"In my opinion dusting has come to stay," concluded Prof. Wheeler. "The day will come, I believe, when every fruit-grower in Canada and the United States will use the dust method."

Prof. Caesar, of the O. A. C., said he had secured 97 per cent. of clean fruit with dusting in the Niagara district last year, but weather conditions were much more favorable there than in the average of Ontario. Mr. Kydd, on the other hand, under average Ontario conditions, did not get nearly as good results as with liquid. In a normal season Prof. Caesar had no doubt of the efficiency of dusting.

**DISTRICT DIRECTORS ELECTED.**  
The following were elected directors for the several districts: No. 1, R. B. Whyte, Ottawa; 2, E. Casselman, Iroquois; 3, Howard Leavens, Bloomfield; 4, J. J. Walter, Colborne; 5, R. W. Grier, Ontario; 6, W. F. Fisher, Burlington; 7, J. R. Hastings, Wilmot; 8, S. P. A. Sheppard, S. Catharines; 9, Charles Howard, Hagersville; 10, Thomas Rowley, Leamington; 11, A. Stephenson, Longwood; 12, J. C. Harris, Ingersoll; 13, W. Mitchell, Clarksburg. The directors will elect the President.

## DAY'S TOLL OF GERMAN SUBS.

### Ten Ships Were Sunk, Six of Them British.

#### Brutality Clearly Proved by Survivors.

London Cable—Allied and neutral ships aggregating 22,000 tons have been sunk by German submarines during the past 24 hours. Ten vessels in all were sunk, six of them British, during this period, six of them British steamers of an aggregate tonnage of 11,500 tons. The vessels sunk were a Norwegian ship and a Swedish steamer. A French trawler and a Canadian ship were the other victims of the boats.

The following are the ships reported sunk: British steamers, Hollandia, the Saxonia, the Veda-Mort, the Boyne Castle, the Camino, the Jamaica, the British steamer Evesstone, the Swedish steamer Yarnas, and the Russian schooner Sargantava. The captain of the Hollandia was slain; the crew were left in boats.

Six men of the crew of 23 from the Saxonia have landed. Two of them have died, and the other four are in a hospital. The captain was seriously wounded.

An American negro fireman on the Turino, George Washington, was killed. According to detailed reports of survivors of the British steamer Evesstone received at the American Embassy, the German submarine which sank the steamer when it fired three times on one open boat containing members of the crew, an action which it is asserted, could not have been an accident or a mistake.

The reports say the submarine opened fire when 5,000 yards distant from the Evesstone, firing the range easily and using from 18 to 20 shells from the 12-pound and 6-pound guns. After the steamer's crew, with the crew on board, had dropped stern to the Evesstone about a quarter of a ship's length, the submarine fired three times, the shrapnel bursting over the boats, killing the captain and four men of the crew, including Richard Wagner, an American. Statements by survivors of vessels recently sunk show that in one case a submarine operating in the war zone employed a steamer which it had seized as a place of temporary refuge for crews of other vessels attacked and sunk.

The survivors who told of this procedure were from the Norwegian calling vessel Songely and Furness liner Turino. The captain and 25 of the crew of the latter were landed. Her first engineer and three of her firemen were killed. The crews of both vessels, the survivors relate, were on board an unnamed Italian steamer for two days. The German submarine operating here used this Italian vessel, which it had seized and provided with a crew of six men, as a ship to stand by and receive the crews of sunken ships.

After the crews of the Songely and Turino had been on board the Italian for two days, they were transferred to the British steamer Palmonat, which was ordered to take them to port. The Germans also transferred to the submarine the Palmonat. Captain Smalles, of the steamer Hollandia, who had been taken on board the submarine as a prisoner when his vessel was sunk. His crew of 22 were left in open boats, he reported, and he still missing.

The intention of the submarine was to sink the Italian vessel before returning to Germany, according to survivors.

The sinking of the Turino and Hollandia has already been reported. The Norwegian ship Sargantava of 2,075 tons gross had not been previously announced as sunk. She was last reported at Buenos Ayres on Nov. 18.

**ONLY LOGICAL STEP.**  
Japan's View of U. S. President's Action.

Tokyo Cable—The severance of relations between the United States and Germany has caused a profound impression here. The Foreign Office has expressed satisfaction at the action of President Wilson, declaring that it was the only logical step.

The Yokokoma stock and silk exchange have suspended their sessions after heavy declines. Brokers fear an interruption of silk exports to the United States.

# ANOTHER GOOD BRITISH GAIN; SAILLY-SAILLISEL HILL TAKEN

## Capture of Grandcourt Followed Up Vigorously on Ancre River

### All Objects Obtained--Huns Attack on Belgians Badly Repulsed

London Cable—The British in the Somme region of France are keeping up their new offensive against the Germans in their efforts to push forward toward Bapaume. South-east of Bapaume, along the Bapaume-Peronne road, they have taken the highest point of Saily-Saillisel Hill and captured a large number of Germans and one machine gun. Along both sides of the Ancre River west of Bapaume, further progress has been made, including the capture of a trench near Grandcourt where a goodly gain was made Wednesday.

**THE OFFICIAL REPORT.**  
The official report from headquarters reads: "We attacked this morning an important enemy position on the highest point of Saily-Saillisel Hill on the Somme front. We gained the whole of our objectives and captured a machine gun and 18 prisoners, including two officers."

"Our capture of Grandcourt has been followed up vigorously on both banks of the Ancre, and considerable progress has been made. During the night we attacked and captured Baillecourt farm on the Beaumont-Mirambeux road, and south of the Ancre carried another hostile trench lying between Grandcourt and our old front line. In these operations we have taken a further 32 prisoners, including one officer.

"The ground we have gained on the Ancre since the new year now represents an advance of an average depth of nearly three-quarters of a mile on a front of over three miles.

"We also entered enemy trenches last night south of Beaucourt, and brought back prisoners and a machine gun. A number of the enemy were killed and dugouts were bombed. "During the night an enemy raiding party in the neighborhood of Guendeville was driven off by our heavy fire before reaching our line. Another enemy raid attempted south-west of La Bassée, also was repulsed.

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### British Admiralty Has Taken Measures, and Will Frustrate U-Boats.

### THE BRUTAL FOE

#### Castigated by Leaders of Civilization in British Parliament.

London Cable—"We are not alarmed at the sharpened submarine war. We know it was coming and prepared for it. Time will tell how our confidence is justified." This statement was made to the Associated Press today at the Admiralty, and it was added:

"It can be remembered that one submarine may cruise about days without getting a victim, for instance, on one day chase five U-boat torpedoes were fired on sight at seven of our merchantmen, with the result that a single hit, which we have taken care to have every reason to believe will frustrate the U-boat warfare. Of course, it is obvious that we cannot reveal details of the daily reports of the operations in statistics will be the best evidence of our success."

Former British admirals described Germany's new naval policy as one of "undisguised savagery." He said it was not worth while discussing the motives which actuated the German Government. The novel feature of it was that it was a direct and defiant challenge to the civilized and to the interests of the entire neutral world.

"This declaration of war on neutrality," continued Mr. Asquith, "is a challenge which has been taken up with dignity and without delay by the greatest of neutral states. It is not for us to forecast the bearing of this memorable event upon the future of the war. Still less is it fitting for us to tender advice or suggestions to a Government which is well able to take care of itself.

"We shall hail with satisfaction, and with a strain of family pride, the stern and resolute determination of the other great English-speaking power to frustrate the enormity of those who have so abundantly earned for themselves the title of enemies of the human race."

The Hon. Mr. Law, the Chancellor of the Exchequer, expressed satisfaction with what he alluded to as the perfect manner in which former Premier Asquith had voiced the feeling of the country on the role of the neutrals in the face of the submarine menace.

# 41 DIED IN SINKING OF CALIFORNIA

## Big Vessel Sank in Nine Minutes After Torpedo Hit Her.

### WAS NO PANIC

#### Conduct of Passengers and Crew Was the Best, Captain Says.

London Cable—Forty-one persons perished when the British passenger steamer California, of the Anchor Line, was torpedoed and sunk off the Irish coast at 9 o'clock Wednesday morning. The vessel sank in nine minutes.

The stricken ship was able to send out "S. O. S." calls, and help arrived promptly. Nevertheless, five persons were killed by the explosion and 36 were drowned in the launching of the lifeboats.

The California was an armed liner, carrying a single 4.7 gun mounted on the stern. The gunner was still training the weapon on the spot where oil bubbles had revealed the presence of the under-water enemy when a torpedo struck the port side with an explosion so violent that most of the people aboard were thrown off their feet, five being killed and a score injured.

The submarine fired a second torpedo, in an apparent effort to accelerate the sinking, but the second shot missed, although both torpedoes were fired from a distance of less than 300 yards.

There was only one American aboard the California, and he is among the survivors. LOWERED FROM SLOPING DECKS. Captain Henderson, commander of the California, declares that the conduct of the passengers and crew was exemplary. There had been careful drills on the ship on the way across, and every person aboard had been assigned a place in a lifeboat and provided with a lifebelt. But, despite the coolness of the passengers and the successful launching of the boats, success in launching of the boats was made impossible by the shortness of the time between the torpedoing of the vessel and her disappearance beneath the waves, which did not permit waiting until the ship had lost headway.

When the boats were being lowered from the sloping decks the California continued to move forward, lurching like a drunken man, and the roar of the water rushing through the gaping wound in her side could be heard above the shouts of officers and men. In a number of cases it was necessary for the passengers to jump into the boats after they were in the water, and in one case a boat with its unportioned load was swamped and sank. Many of the occupants being swept under the ship before the other boats could give help.

Some of the lifeboats in the after part of the ship were actually in the water when released from the davits, so rapidly did the ship settle by the stern. A considerable number of the crew jumped from their stations into the sea and swam to the boats. It was extremely fortunate that the weather was calm and the sea glassy, otherwise it would probably have been impossible to launch a single boat.

**NO WARNING GIVEN.**  
The townspeople who crowded the quays carried blankets, clothing and food, and were eager to be of some assistance to the survivors when they were brought ashore. Aid from the injured, from the survivors needed much help, but some were timely and gladly accepted gifts of clothing. Naval and military Red Cross contingents were present to care for the injured, who were removed to hospitals.

According to the reports received by the American Embassy from some of the survivors, there was only one submarine, which, however, fired two torpedoes, one of which missed by a few yards, the other hitting the California squarely on the port quarter. It was the captain from the bridge who decreed suspicious oil bubbles on the surface of the water 300 yards distant. He instantly divided that a submarine was there and ordered the pursues to the surface this could be done only if the vessel were stopped. The result of the attack could be seen, but no warning was given and the submarine did not sink to the water. Captain Henderson and the other officers remained aboard the California until the ship went down. Among the officers missing are Chief Engineer Smith, Engineer Cunningham and Third Officer Simpson.

**THE SURVIVORS.**  
Following are the names of the survivors among the passengers on the California:  
First cabin: James Broeghton, Second cabin: Mrs. J. W. Anderson, Angus (Gibbie) McEwen, Gillchrist, Cornelius O'Donnell, Miss Rose Martin, Alexander Morton (Cornwall), Miss A. Cuthill (Mrs?) Mrs. Chambers.  
Third cabin: Margaret Little, Mary Little and Baby Little, Mrs. Jeanie McKinley, Alexander Knox (Alfred?), James Anderson, Alexander Logan, Marjorie Sinclair, Jessie Robertson.

**\$3,325,000 FOR PULPWOOD.**  
Toronto Report—The successful tender for the right to cut the pulpwood and timber of the Black River Reserve to Mr. S. Marks, of Nipigon, who offered a flat rate of seventy cents a cord for all classes of pulpwood. This means, taking dues into account, that the Government will receive \$3,325,000. The Government will benefit in time to the extent of \$3,325,000.

**U. S. Citizens Crowd Embassy for Assistance.**  
Berlin Cable, via London, Cable—The scene at the United States Embassy this morning recalled the memorable days of August, 1914. Crowds of anxious Americans blocked the corridors and waiting rooms, seeking the removal of passengers and advice for their future course and in regard to possible routes back home.

Several secretaries and attaches of the Embassy were stationed in the corridors to answer questions, and the passport department worked at full capacity extending and renewing passports, without resorting to the hitherto prescribed reference to Washington.

Plans for the departure of Ambassador Gerard and his staff are still unsettled; it will perhaps be a matter of several days before they will leave Germany. The Ambassador will return directly to the United States.

7, 1917  
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