

apparently still rests on the ocean floor today.

U-boat 48 which sank the Brandon was possibly the most controversial Nazi submarine. U-48's commander was Lt. Herbert Schultze, first captain to sink over 100,000 tons of allied shipping which won him his country's first highly-coveted Knight's Cross of that war. It was Schultze in U-48 who on the day following the outbreak of war deliberately broke the Treaty of Versailles in which Germany renounced submarine warfare for all time when he sank the first Allied merchant ship--Britain's SS Royal Sceptre heading for Scotland. The sinking of the Brandon three months later was one more highly-questionable act by Schultze as she was then an American ship and thus still neutral. In fact, she wasn't even a merchant ship any more but a whaler engaged in activities which could hardly have been regarded hostile or remotely associated with war. One German writer admits U-boats often sank whaling and fishing vessels of neutral countries to win Nazi awards based on total tonnage destroyed. The last reference to U-48 I was able to find was April 1, 1941, when she torpedoed and sank the Beaverdale in the North Atlantic 60.50N, 29.19W; one of 12 CP merchant ships lost by enemy action in the war.

The SS Melita was the Minnedosa's sister ship and almost exact replica. Official number 136367, displacing 13,967 tons, 520 feet long and 67 feet wide with molded depth of 42 feet, a cabin-class liner with economical speed of 16 knots, she was launched April 24, 1917, by Barclay Curle and Co. Ltd., Scotstoun, Scotland, completed by Harland and Wolff Ltd. in Belfast two months later. On Jan. 12, 1918, she became an Allied troopship. In July she was attacked by German U-boat but escaped.

After hoisting the CP houseflag following armistice she sailed from Liverpool. In 1925 she was refitted by Palmers Shipbuilding and Iron Co., Jarrow, tonnage increased to 15,183. On April 5, 1935, she was sold to Ricuperi Metallici, Turin, Italy for demolition and towed to Genoa by Dutch tug Zwarte Zee but later bought by the Italian Line for service as troopship and renamed Liguria. On Jan. 1, 1941, she was scuttled after being set aflame by Allied air raid at Tobruk. In 1950 she was salvaged, towed to Savana by tug Ursus and broken up.

When the Melita arrived in Antwerp Nov. 14, 1926, she became the 10,000th ship to enter that port that year beating all previous records. She, together with Minnedosa, Marglen and Bruton, transported most of 20,000 Mennonites from the Ukraine to Canada following the Russian Revolution. For this massive transportation project CP created a special through-rate from a Baltic port to Canadian CPR points like Winnipeg, Brandon, Saskatoon. Between July, 1932, and September, 1934, this liner made 22 holiday cruises from Greenock calling at Belfast and usually lasting 12 days. The July 20, 1928 edition of Glasgow News carried a long impressive description of the Melita's facilities as luxury cruiser.

Glasgow's Evening Times credits the Melita with transporting the largest consignment of silver foxes ever shipped from Canada to Scotland when in 1925 she transported 54 pairs valued at \$70,000 bred by W.K. Rogers of Charlottetown and consigned to Silver Fox Farm at North Berwick for extensive development of a fur farm.

While in Italian service in the Abyssinian campaign as Liguria she sailed in Italy's 1938 immigration ploy. Reported to have been torpedoed by Allies near Durazzo with heavy loss of life she somehow survived only to be sunk by air attack shortly after. Stan Shuttleworth of Onanole recalls there were so many sunken ships in Italian harbors that Allied soldiers often walked on them to get to their own ships.

A Minnedosan who as youngster of 12 came to Canada on the Melita in May, 1919, was Les Buck who's retiring next week from a long term as custodian and adult detention centre guard at Minnedosa Court House. A fascinating person who owns one of this country's finest driftwood collections Les recalls vividly the First World War as it affected his home city, London, England. He saw the first German airplanes flying low overhead while pilots threw bombs from cockpits on houses below, later Zeppelin attacks and ease with which British pilots shot down these highly-inflamable monsters, has photographs of the flaming infernos drifting slowly earthward. He remembers especially the many long hours daily--before and after school--he was forced to stand in line so his family might purchase much-needed but high-rationed food. During the next war Les returned to London as Canadian soldier and remembers especially the "buzz bomb" (V1) attacks; a sound he describes resembling a racing outboard motor. Londoners paid no attention to this sound until a motor stopped; in a split second everyone would hit the sidewalk, an explosion follow, and people calmly continue on their respective ways.

Much less is known of the SS Miniota. A cargo ship with official number 135311, 420 feet long, 55 feet wide with molded depth of 24 feet she displaced 4,928 tons. Launched Nov. 27, 1913, by W. Gray and Co., West Hartlepool, as the Hackness for London and Northern Steamship Co. she was bought by CP Sept. 28, 1916, and renamed Miniota. On Oct. 20, 1916, she made her first CP voyage from Glasgow to Boston. Less than a year later, on Aug. 31, 1917, she was