Our Baseball Column.

PLAGIARISED AND OTHERWISE.

HASE

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e Check.

this lot.

ttresses!

IATTRESS

on getting a good

Streets.

OTICE. - Correspo

ood faith. The editor re s to accept any matter un this rule is adhered to.

wn to \$2.00.

Built

Stuffed.

played in a grandstand seat.

Greeks." he said. "patience trans-

Lions to cop the pennant?" piped a sad faced little Greck. "That," sighed ARCH, sadly,

SONG OF THE FAN.

I am the Fan. The language that I speak, May sound to you Like Portugese or Greek. It ain't. It's baseball And, tho' nothin' rough Is quite hot stuff.

My chatter's new,
As you can plainly see.
My favorite hits one, "Run! Atta boy."

I am the Fan When swinging like a flock Of gates, a man Has missed two by a block, I yell aloud, like "The big one's left."

am the Fan. The Umpires know me well. Sarcastically surely give 'em 'ell. 'You bum!" I shout, in

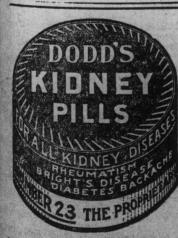
Victoria Day.

SPRINGDALE STREET SCHOOL.

eve of Empire Day, called Vic-Day, was observed at the Street Commercial School

to the soil by the action of reversed in Blighty. As you know I can't tell : es, making the Empire strongwike the oak tree, or as a poet says: friends and all at home. "Still more majestic shall thou rise, More dreadful from each foreign

As the loud blast that tears the skies, lony is taking in the work and the Editor Evening Telegram.



Letter From Son With "Ours.

Mr. Thomas Penney is in receipt of

April 26, 1918. not before as we were in the thick of old glass, stood at 29.90. it. We lost some of our best officers ots, the colonies, sinking deeper in- will get over it all right. He is now

I remain, your loving son,

MICHAEL J. PENNEY,

erves but to root thy native oak." A Tribute to Gallantry.

betrayal of a friend like Russia, the Dear Sir,—Kindly allow me space unkindest blow of all, that should in your widely circulated paper to reonly nerve everybody to greater accord the death of Corporal Leo. J.
Christopher, of S.t. Joseph's, Salmontion. Over three hundred old pupils

Christopher, of S.t. Joseph's, Salmonmous that this ice was too light to have already volunteered for the ier. This young soldier was a mere war, and many have made the su-schoolboy, and left his parents' home weme sacrifice. Two "Rolls of Hon- to visit St. John's, where he enlisted r" are being prepared and framed in August 20th, 1914, at the tender ago he school, one containing the names of 15 years. His parents were sur- S. by compass, but estimated that his the school, one containing the names of 15 years. His parents were such that he allowed the quarter point for magnetic course would be S. W. and shal Commanding-in-Chief in France, shall commanding the names of the present pupils who have least another year, but being full of wind and current. It should be stated that the bearings referred to the Newfoundland Regiment is sufficiently as the parents were such that he allowed the quarter point for wind and current. It should be stated that the bearings referred to the Newfoundland Regiment is sufficiently as the parents were such that he allowed the quarter point for wind and current. It should be stated that the bearings referred to the Newfoundland Regiment is sufficiently as the parents were such that he allowed the quarter point for wind and current. It should be stated that the bearings referred to the Newfoundland Regiment is sufficiently as the parents were sufficiently as the parents wer bwards the noble object for which sailed for Ayr with the first 500. He towards the noble object for which the school has worked during the was orderly at Ayr with Lieut. Sumbat three years, and for which it mers and received later a N.C.O rank. nccess is British persistency, stick- "Ours" were engaged, but was mening to it with British bull dog grit, tioned amongst the missing of Octotill Victory crowns the day.

Canon Field gave a brief address cherished the hope that he was still on Freedom's cause, and referred to in the land of the living until a few the recitations and songs rendered weeks ago they received information by the school, and the display of from the authorities of the fact that flags, which he said reflected credit he had made the Supreme Sacrifice. upon the lady teachers who were re- He has an older brother Thomas J., sponsible for the programme. Mr. in the Canadian Signalling Corps in Legge, one of the teachers, also gave France, who has received a Military a speech on the war, impressing all Medal for special service and bravery with the living spirit of Empire, that shown his officer, who was in danger.

the had made the spreame Surpress of the Caradian Signaturing Counter Thomas J.

In the Mark M. Michael Christopher

In Amy Counter Thomas J.

In the Mark M. Michael Christopher

In the Mark M. Michael Christopher

In the Mark M. Michael Christopher

In the Mark M. Sand Christopher would live in the hearts of the chil- Mr. and Mrs. Michael Christopher dren. The school was then given a have received letters and messages of whole holiday for the purpose of gar-dening.—Com.

Florizel Enquiry. Judgment Handed Down

In the matter of a formal investigation held at St. John's by me, James P. Blackwood, on March 5, 7, 8, 9, 11, 12, 13, 14, 15, 16, 19, 20, 21, 22, 25, 26, 27, 28; April 1, 2, 5, 7, 11, 12, with the assistance of Commander Anthony MacDermott, R.N., and Captains Edward English and George J. Spracklin, into the circumstances attending the loss of the steamship

The conduct of the Enquiry was undertaken by the Attorney General, with whom appeared Mr. Dunfield. Other parties were the Master, William Martin; First Officer, William James; Third Officer, Philip Jackman; Second Engineer, Thomas Lumsden; Third Engineer, Eric Collier, and Fouth Engineer, Harbert Collier, and Third Engineer, Eric Collier, and Fouth Engineer, Herbert Taylor, all of whom, with the exception of Mr. Taylor, are certificated officers, and for whom Hon. M. P. Gibbs, K.C., appeared, and the owners for whom Mr. Warren, K.C., and Mr. H. A. Winter appeared.
The "Florizel" was a steel-built

built at Scotstoun near Glasgow, Scotbuilt at Scotstoun near Glasgow, Scotland, in 1909; registered at Liverpool, England, in 1909; length 305.5 feet; width 43.1 feet; depth 29.6 feet; 3,081 tons gross, and 1,980 tons nett register; 440 N.H.P. Owned by the New York, Newfoundland and Halifax Steamship Company, Limited, of 20 Control Street Liversel Measures. 20 Castle Street, Liverpool, Managing Owner, Frederick C. Bowring.

The ship was regularly employed as a freight and passenger steamer plying between the ports of New York, Halifax and St. John's. On her last trip she left her pier at the port of St. John's at about 7.30 p.m. on Saturday, the 23rd of February last, and immediately proceeded on her voyage to New York via Hali-

At 8 p.m. Fort Amherst on the South Head of the Narrows was abeam. From that point the course steered was S. E. 1/2 S. until Cape Spear bore W. by S. at 8.30 p.m., at which time the course was changed to S. W. ¼ S. with, as the Captain puts ued until midnight. At 8.44 p.m. Cape Spear bore N. W. at a distance of about a mile and a half. This was "the point of departure." There was

no opportunity to get a later one. in the harbour was S.W. After rounding Cape Spear it was S.S.W., blowa letter from his son in France, which ing what is described as a moderate breeze. The ship was not fitted with any apparatus for taking the velocity of the wind. The evening was fine and clear with a light swell from southward to southeastward. The now since I wrote you, but I could Captain's barometer, a low-set aner-

the battle, but we are going now for a long rest, back behind the lines, which I think has been well earned.

Old glass, stood at 29.90.

The distance covered by the ship from 8 p.m. when Fort Amherst was abeam until 8.30 p.m. when Cape Spear bore W. by S. was reckoned by which I think has been well earned. Spear bore W. by S. was reckoned by the captains at 4 miles, and from that the captain at 4 miles, and from that the miles, and from that the captain at 4 miles, and from that the captain at 4 miles, and from that the miles at the followed her 6 only and again as a measure of caution, and to be sure that the miles at the followed her 6 only and again at the followed her 6 only

are a speech on the Empire, com- this time and my best friend L. 12 knots, but this would not be attain- water she should have been travelling pring it to an oak tree, with its will get over it all right. He is now time had elapsed to enable the Enmuch news. Give my love to all On this voyage the ship was blowing out ashes until about 9.30 p.m., but it in passing through it, was encountered from the beginning of the voyage, and continued up to about 3.00 or 3.30 a.m. on Sunday morning and in strings until about 4.00 a.m. The log

was put out for the first time at 4.30 impede the ship or reduce her speed.
From 8.44 p.m. Third Officer Jackman was in charge of the bridge until 12.00 midnight. The Captain stated that he steered the course S. W. 1/4

the school has worked during the was ordered later a N.C.O rank, weather continued fairly nne. The wind freshened, however, from about becoming corporal, and sailed for the war may last, viz., The Triumph the was fortunate in coming the war may last, viz., The Triumph the different drives in which through the different drives in which the school has worked during the was ordered later a N.C.O rank, weather continued fairly nne. The wind freshened, however, from about 10.00 p.m. and started to veer to the Southward and Eastward. The ship rolled and pitched a bit as the wind freshened, however, from about 10.00 p.m. and started to veer to the Southward and Eastward. The ship rolled and pitched a bit as the wind 10.00 p.m. and started to veer to the Southward and Eastward. The ship rolled and pitched a bit as the wind 10.00 p.m. and started to veer to the Southward and Eastward. The ship rolled and pitched a bit as the wind 10.00 p.m. and started to veer to the Southward and Eastward. The ship rolled and pitched a bit as the wind 10.00 p.m. and started to veer to the Southward and Eastward. The ship rolled and pitched a bit as the wind place in the 29th Division. increased and came more on her beam. About 9.45 or 10.00 p.m. the weather

thought she was sagging in on the land, but the Third Officer explains that he did not alter the course given him but warned the men at the whole of the whole of the whole of the thought she was sagging in on the is very glad that his efforts in this direction have met with success.

May 28th, 1918.

Florizel."

The conduct of the Enquiry was ndertaken by the Attorney General, soundings confirmed the Captain in the opinion that during the first watch Captain had of verifying his position. He always felt quite safe when he got At midnight the Captain estimated that he was at a point from which Cape Broyle bore W. % S. It should be observed that no reliance what-

ever can be placed on the accuracy of any estimated position at Cape Spear or at any rate after snow be-gan to fall at about 9.45 or 10.00 p.m. as subsequent events amply den strated. It will be remembered

10.00 p.m. the wind was backing and freshening. At midnight it was about to eastward until by 2.00 a.m. it wa blowing what is described as a strong moderate gale and had backed right out to the S.E. with a pretty heavy swell, which had followed the wind on the ship's beam which caused her to roll and pitch very considerably, conditions which continued throughout the watch. By 3.00 a.m. the barometer had dropped to 29.10. Under the weather condition

indications at midnight the Captain in order to avoid passing over the off Renews, altered the course to S.S. W. (again with nothing to Westward) just after the watch was changed and continued on that course until 4.00 This was the course steered by the compass without any allowan-

Throughout the middle watch on account of the weather and sea conditions, the Captain estimated that the steamer was making something over 6 knots per hour. He says that the Second Officer Mr. King (subsequent-ly drowned) a man of considerable experience who was in charge of the watch agreed with him at the time. It will be remembered that it had not been possible to put out the log since leaving port owing to the slob ice. The only means of judging the speed during the whole voyage was by observing the surface of the sea and guessing the speed of the ship through dent that the steamer was making a calculations as to her position at 4.00 your parcel of tobacco and I had such a smoke. A thousand thanks for stranded.

Was set "full speed ahead" from the about one knot per hour or a lttle over, so that if his estimate of the versel's speed was correct and she stranded.

Her full speed in fine weather was was travelling six knots through the the current were flowing in the usual

gineers to blow out the ashes and the engine-room settled down for the trip. On this voyage the ship was blowing out ashes until about 9.30 p.m., but it does not appear that her speed in land, and that even allowing a speed of five knots per hour for the middle creased in the first watch even after that operation had been completed.

Very light slob ice, known as "sish" from the sound made by the steamer in passing through it, was encounalterations in the course which subse-

(To be Continued.)

The Regiment and 29th Division.

Government House. St. John's.

The Governor thinks the general public will be glad to hear that in response to his representations to the Imperial Government, the Field Marciently reinforced to take its place in the line again, arrangements will be

who have served in the Newfoundland Regiment from the beginning, and di-About 9.45 or 10.00 p.m. the weather thickened with snow, and this continued throughout the watch.

The Captain states that he was off the bridge for a time during this watch and that when he returned the Third Officer informed him that he had hauled her out a little because he thought she was sagging in on the little because he thought she was sagging in on the little because he is very glad that his efforts in this rectly there was any question of the loss of its place in the Division, he



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