

## G. Knowling, Ltd.

We have just opened a large shipment of

## Women's and Children's HATS.

Untrimmed and Ready-to-Wear.

Tagel, Loofah, Panama, Chip, White, Black and Fancy Straws, Canton, Raffia, Waterproof, etc.

## G. Knowling, Ltd.

April 12, 1918, St. John's.

### Florizel' Inquiry.

THURSDAY'S PROCEEDINGS.

The Marine Courts of Enquiry Act, 1901.

In the matter of an Enquiry into the loss of the Steamship "Florizel," of Liverpool, at Cappa Hayden, Newfoundland, on February 24th, A.D. 1918.

The Attorney General desires the opinion of the Court upon the following question, supplementary to those already submitted, namely:

26. At what time during the night of February 23rd-24th, the ship passed from clear water into clear water, and whether immediately after leaving the ice the master began to use his patent log to ascertain the ship's speed; and if not, whether he should have done so.

Dated this 11th day of April, A.D. 1918.

BRYAN DUNFIELD, Solicitor for the Crown in this Enquiry.

Mr. Dunfield intimated to the Commission that he was endeavouring to ascertain the condition of the ship's log, but so far it was impossible for a diver to go down. This evidence will be submitted when available.

John Edward Tucker, examined by Mr. Gibbs: I am a master mariner, my certificate dates from October 1910.

I was on the Stepano previous to joining the Florizel. I was on her 1 year and about 2 1/2 years on the Florizel as chief officer. Owing to being quarantined I did not sail on the last voyage. On leaving port I usually steamed about 1/2 mile off Cape Spear, S. E. 1/2 S., and at a point of Cape Ballard W. S. W. to Cape Race. This would bring you two miles off Bay Bulls and about one mile off Cape Ballard, if weather was fine. These were the courses that we were accustomed to steer under the Captain's orders in fine weather. When in the vicinity of Cape Ballard Bank we would haul her to a point of Cape Race. I would not take any soundings till I got to Cape Ballard Bank after leaving port. We would approach Cape Race till we could hear the horn and pass it about a mile or two off the Cape. I have experienced heavy weather. I saw the Florizel's speed reduced to 3 1/2 knots, her average for the watch was 4 knots. It was then blowing a heavy gale accompanied by heavy sea. For the first part of the watch on leaving port she would go at reduced speed. I would then know the speed of the ship by looking over the side if I could not use the log. I would estimate her speed according to within a knot. A captain with good sea experience could estimate the speed of his ship without the use of a log. I would not take into account the revolutions of the propeller unless I knew the ship. From what I know of the weather in the second watch that night I should

think the Florizel should be doing about 6 1/2 or at least six knots. I was 3 1/2 years with Captain Martin; I was only one voyage out of the ship. I always found Capt. Martin careful. Capt. Martin used lead about the same number of times on a trip as would Captain Clark who was undoubtedly a very careful captain. I have no knowledge of the ice conditions except what I have read in the evidence. It should not affect the speed of the Florizel much. I have gone up the coast in slob, heavy shore ice and heavy Arctic ice. S. W. 1/4 S. would be sufficient to allow for lee way. Ferryland light is a fixed light. I have gone by without seeing it in hazy weather. I never saw Bear Cove light on a hazy night. Those lights are of no use to vessels going down that shore in hazy weather. To Mr. Warren: To reduce her speed to four knots the seas would be breaking over her forecastle deck and she would be dipping heavily. She would be shut down considerably at the time. On one occasion she made 8 knots through pan ice and on another occasion she made 10 1/2 knots through ice. The wind would not have much effect on the ice. I have found that the Florizel needed very little allowance for leeway. To Mr. Gibbs: When making only four knots she would be only half opened out. If running full speed she would make better progress but would be breaking things up. To Mr. Winter: I have been with Captain Martin when he could not use his log on account of ice. He would get his speed by looking over the side. I have often found Captain Martin's estimates of speed very conservative. He was generally a little less than what she was making. To Mr. Dunfield: The only other steamer I was on except the Florizel and Stepano was the Aurora. I took her to London and handed her over to Lt. Shackleton. Yes, I also made a trip to New York on the Rosalind. When making an allowance for leeway we always make to windward. I remember allowing a 1/2 point while crossing the Bay of Fundy in a strong N. E. wind. On a run of 200 miles we made 15 miles to windward. If a whole gale was on her beam and her speed reduced to 4 knots she would drift to 1/2 of a point. The Stepano was 20 feet longer than the Florizel. The former went into two waves and a little into the third while the latter just fitted into the two. If the weather got thick on the coast we would naturally haul off. A heavy pressure from the wind would pile up slob on the coast.

To Mr. Gibbs: I was navigator to the ice on the S. S. Eagle. I noticed a continual N. E. swell in the ice. This spring it kept up continuously. Two days I got no sight and found we drifted 40 miles to the S. S. W. On another occasion I found we drifted 5 miles to the north in two days. Our position was 75 to 85 miles E. S. E. of Cape Bonaville. To Mr. Blackwood: It took us 6 1/2 hours from Cape Spear to Cape Race in a strong S. E. wind on one occasion. That was the longest time I experienced on the Florizel. The average is 6 1/2 hours from the Narrows to

the Cape. I don't know any reason why it took the Florizel 8 or 9 hours to bring her to the place where she was lost. Once or twice we had some thing similar. I don't remember such a combination of weather and sea conditions as on that occasion. In my opinion the wind and sea was not sufficient to run her ashore at Cappa Hayden. I would wonder why the ship made only 8 knots if the condition of the weather was fine. The lowest the Florizel would be making when her engines were working full time in a heavy sea would be 3 knots. As far as I know there was nothing to prevent her going less than 6 1/2 knots on that occasion. The chief told me that he would get 75 revolutions from his engine. I would generally have a chat with the engineer before retiring at night. I should think 63 revolutions should be a low rate of speed. It was not a practice to allow for the regular Polar current when she was going up the coast as we always reckoned that with us. In foggy weather with Capt. Clark on the Stepano, we would allow a knot for the current from the Cape but on one occasion we overran our distance and made Torbay instead of Cape Spear.

To Mr. Gibbs: The maximum speed of the Florizel would be 12 knots when half loaded. I have seen her make 12 1/2 knots. I would look for a reduction of speed for some hours after leaving port, account of reduction in ashes and getting the ship under way. Mr. Blackwood pointed out that the assessors and himself were fully prepared to admit that the Polar current reversed on different occasions, and personally he had drawn the conclusion that it was one of the factors which assisted in putting the ship ashore that night. Further evidence on this point except it could be produced in connection with that night specially was not necessary. Other witnesses called to give evidence that that question were, therefore dismissed.

Capt. Martin, re-called, examined by Mr. Gibbs: It is not an unusual occurrence to see the Florizel steam at a reduced speed after leaving port. I had never had an occasion to see the Chief Engineer as she runs with the engines as I had the utmost confidence in his ability. He was a man that could be trusted in every respect. You cannot see Ferryland Head light for more than a mile in hazy weather. In other words the light is not of much account. You can only see Bear Cove light in very fine weather. In calm weather you might hear the horn a few miles off.

To Capt. McDermott—You might pick it up before the Ferryland light because its an occulting one. Both of them are inferior lights.

To Mr. Gibbs:—When I hauled the ship at 4 o'clock to make Cape Race, I got clear of the ice, the continuous part of it, about 3 o'clock. We passed through some strings at 3.30.

To Capt. McDermott—I didn't put over the log then as I thought moreish was about. I wasn't sure I was clear when I did it out, but I wanted to get it out as soon as possible so as to get a reckoning.

To Mr. Dunfield: The tubes are pretty accurate without barometric correction.

To Mr. Gibbs:—A greater quantity of wire would want to be run on each ship going at 8 knots than on one going 4. At a slow speed I'd estimate the depth at something more than half the wire.

At 5.15 adjournment was taken till 3 o'clock this afternoon.

### Mother! Your Child is Cross, Feverish, From Constipation

If tongue is coated, breath bad, stomach sour, clean liver and bowels.

Give "California Syrup of Figs" at once—a teaspoonful to-day often saves a sick child to-morrow.

If your little one is out-of-sorts, half-sick, isn't resting, eating and acting naturally—look, Mother! see if tongue is coated. This is a sure sign that its little stomach, liver and bowels are clogged with waste. When cross, irritable, feverish, stomach sour, breath bad or has stomach-ache, diarrhoea, sore throat, full of cold, give a teaspoonful of "California Syrup of Figs," and in a few hours all the constipated poison, undigested food and sour bile gently moves out of its little bowels without griping, and you have a well, playful child again.

Mothers can rest easy after giving this harmless "fruit laxative," because it never fails to cleanse the little one's liver and bowels and sweeten the stomach and they dearly love its pleasant taste. Full directions for babies, children of all ages and for grown-ups printed on each bottle.

Beware of counterfeit fig syrups. Ask your druggist for a bottle of "California Syrup of Figs"; then see that it is made by the "California Fig Syrup Company."

At the City Hall.

The full board was present at yesterday afternoon's Council meeting. Mayor Gosling presided.

After a discussion of the smallpox epidemic, a resolution was passed requesting the Government to enforce general vaccination. \$6,000 has been the cost of quarantine since the outbreak, and there is no sign of its being stamped out.

The big snow banks complained of by the Fire Department have been cleared up.

Two applications for water and sewerage were passed.

The Secretary was instructed to collect the regular municipal tax from the Grenfell Institute Movie.

The meeting adjourned at 4.40.

Stocks at Oporto.

This Week.

Stocks (Nfld.) . . . . . 39,480

Consumption . . . . . 2,063

Last Week.

Stocks (Nfld.) . . . . . 4,893

Consumption . . . . . 4,975

Entered, Edith Cavell; outside, Dictator and Maude.

MINARD'S LINIMENT CURE'S COLDS, ETC.

### Entertainment

AT METHODIST COLLEGE HALL.

At the College Hall last night a very successful entertainment was given by the pupils of the Methodist College. There was a very large attendance which applauded liberally the admirable manner in which the performers acquitted themselves. The programme opened and closed with pretty part songs by the pupils and otherwise consisted of piano solos by Misses Marjorie Goodison, Pauline Inkpen, Rosa Peters, Jean Hutchings, Marjorie Johnston and Gertrude Davis; vocal solos by Misses Marjorie Joliffe, R. Duder and S. Moore; Barn Dance by a number of girls and gymnastic feats by senior and junior boys. The entertainment was under the direction of Mr. Gordon Christian, L.R.A.M. Newfoundland and the National Anthem brought an enjoyable evening to a close.

### Supreme Court.

(Present: The Chief Justice.) Stephen Mason vs. Lawrence Timmons. Mr. Leo Carter for the plaintiff informed the Court that a settlement has been arrived at between the parties, the terms which are as follows: leaving port, account of reduction in ashes and getting the ship under way. Mr. W. J. Higgins for defendant contents.

### Here and There.

When you want Steaks, Chops, Cutlets and Collops, try ELLIS'.

REIDS' BOATS.—The Argyle and Dundee reached port yesterday. The Home left Flat Island at 6.30 p.m. yesterday, going west.

When you want Roast Beef, Roast Veal, Roast Mutton, Roast Pork, try ELLIS'.

WEATHER REPORT.—Flower's Cove—Westerly winds, fair and cold; large lakes of water seen. St. Anthony's—Fair, light air, and warm; coast blocked with ice.

When you want Sausages, why get ELLIS'; they're the best.

BODY ON STEAMER.—The remains of the late Dr. John Anderson, whose death occurred at Halifax a few days ago, is due to arrive by steamer this afternoon.

When you want something in a hurry for tea, go to ELLIS'—Head Cheese, Ox Tongue, Boiled Ham, Cooked Corned Beef, Bologna Sausages.

THE SPRING'S CATCH.—The total number of seals landed by the northern sealing fleet is 147,746. This is an average of 13,441 for each of the 11 steamers which prosecuted the voyage.

Every Saturday evening after 7 o'clock, Choice Ends of Beef, Mutton, Lamb, Pork will be sold at cost. ELLIS & CO., LTD., 203 Water Street.—Nov 29, 18.

Coughs, Colds, Bronchitis, Asthma and various Lung Troubles can be cured by taking Stafford's Phosphate Cough and Cold Cure. Price 30c. btl. Postage 5c. extra.—ap5,1f

RANGER'S TURNOUT.—The Ranger finished discharging last evening, her turnout being as follows: 7,824 young harps, weighing 3,314 cwt. 2 qrs. 11 lbs. gross; 3,200 cwt. 3 qrs. 7 lbs. net; 2,379 young hoods, weighing 1,044 cwt. 2 qrs. 25 lbs. gross; 991 cwt. 3 qrs. 14 lbs. net; 1,161 old hoods, weighing 2,167 cwt. 1 qr. 27 lbs. gross; 1,870 cwt. 3 qrs. 13 lbs. net; 236 bedlamers, weighing 204 cwt. 2 qrs. 11 lbs. gross; 191 cwt. 3 qrs. 23 lbs. net; 77 old old harps, weighing 85 cwt. 2 qrs. 11 lbs. gross; 77 cwt. 1 qr. 11 lbs. net. Total seals, 12,177. Gross weight, 340 tons, 17 swt. 1 qr. 13 lbs.; net weight, 317 tons, 12 cwt. 3 qrs. 4 lbs. 3 gross value, \$69,758.51; net \$69,608.71. The crew of 174 men shared \$133.33 each. The Captain shared \$2,774.34.

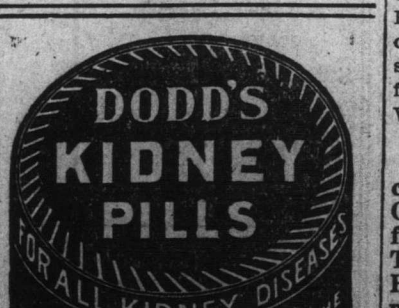
FOR CHURCH & ORPHAN-AGE PURPOSES.—St. Thomas's Women's Association's Sale of Plain Work, Home Cookery, Afternoon and 6 o'clock Teas, Ice Cream, a members' table on which will be most useful articles and a Pound and Sample table. Sale opens at 3.30 p.m. in Canon Wood Hall on Wednesday, April 17th, as previously advertised.—ap12,4i

### DIED.

At Caplin Bay, on the 10th inst., Patrick Power, aged 82 years, leaving a wife, brother, sister and a large circle of friends to mourn him.

### IN MEMORIAM.

In loving memory of Pte. Thomas J. Myler, of the Canadian Regiment, who died in France through wounds received April 12th, 1917. May his soul rest in peace.



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## To-day's Messages.

CANADIAN NAVAL BILL.

OTTAWA, To-day. The Minister of Naval Service has introduced a Bill into the House, to amend the naval discipline act. The purpose of the Bill was to insure that the discipline on the ships of the Canadian Navy would be similar to that in the Imperial, the Australian and New Zealand Navy. The Bill was given its first reading.

### A HINT TO OUR TONNAGE COMMITTEE.

WASHINGTON, April 11. President Wilson, by proclamation reported to-day, from eight of the Government, at noon next Saturday, of the Clyde Mallory Line and directed that their control and operation be by the Director General of Railroads, McAdoo. The Government will control not only all of the vessels but also all wharves, docks, warehouses, tugs, lighters and barges, and directs that after taking control, Director General McAdoo shall for the present have the use and control of the properties of the line, which will be devoted to the transportation of troops and war materials, to the exclusion, so far as may be necessary, of all other traffic. The proclamation says that such facilities of the company, not made for war services, will continue to be used for routine business purposes.

### THE U. S. LIBERTY LOAN.

WASHINGTON, April 11. Liberty Loan subscriptions officially reported to-day, from eight of the twelve federal reserve districts, for the first three days of the campaign amounted to \$212,000,250, of which the New York district contributed \$157,200,000.

### WITH TERRIBLE SLAUGHTER.

LONDON, April 11. About ten o'clock this morning, the Germans launched a formidable attack against the Belgian town of Holbeke, says a Reuter despatch from the British headquarters. They came forward in massed waves, which were completely repulsed with terrible execution.

### LONG TON BUSY.

PARIS, April 11. The bombardment of Paris by the German long range gun was resumed this afternoon.

### FROM BERLIN.

BERLIN, April 11. The official communication, issued from General Headquarters this evening, says, the battle near Arras, in which the British and French forces and we have penetrated into the suburbs of Arras, and north of Estaires the Law has been crossed at some points.

### LIBERTY AND PEACE.

WASHINGTON, April 11. The greatest importance is attached by official despatches from Rome to the Congress of Nationalities oppressed by Austria, which begins its sessions in the Italian capital, Tuesday. While Vienna raises her defiance against the sacred rights of nations, the despatches say, Rome listens to the voice of the oppressed. Austria subjects who have met there to discuss the means of obtaining liberty and a permanent peace under the auspices of the free Italian institution.

### NAVAL MEN CONFER.

OTTAWA, April 11. Admiral Sir William Jellicoe, Commander-in-Chief of the Imperial North American and West Indies Squadron, and Admiral Chambers, are visiting in Ottawa, where they have been in conference with the Minister of Naval Service, Hon. C. C. Ballantyne, and other members of the Government. The conference, it is stated, will doubtless result in greater co-operation between the Canadian and Imperial Naval authorities.

### COMPOSITE FORCE LANDED.

HARBIN, April 5. (By the Associated Press).—American marines have been landed at Harbin stock as well as British and Japanese forces, according to advices from that place. The Americans are in control of the docks, while the Japanese are guarding the railway and ammunition depots.

### ULSTER WELCOMES CONSCRIPTION.

TORONTO, To-day. The Belfast correspondent of the Telegram says, Ulster Unionists have come conscription, and hopes that it will be firmly enforced throughout Ireland, which will then cease to be a home of slackers and deserters from Great Britain. The controversy on Home Rule is raging, and Sinn Féin threaten opposition even to the death, but if it is firmly handled there will be little trouble. Ireland can supply three hundred thousand men and all Unionist papers urge that Home Rule be kept in abeyance till after the war.

Selective Conscription and a Newfoundland Victory Loan will help win the war.

Under the auspices of the Ladies' College Aid Society, a Sale of Useful and Fancy Articles and Home-made Dainties will be held at the Crosbie Hotel, Wednesday, April 17th, at 4 o'clock. Afternoon Tea, 4.30 to 5.30. Tickets, 6.15 to 7.45. Admission, including Afternoon Tea, 50c. Entrance from Victoria Street. M. H. FENWICK, Sec.—ap12,3f,m,tu

HELP WIN THE WAR by competing in the War Bread, Cake, &c., Competition arranged for in connection with St. Thomas's Sale, in Canon Wood Hall, on Wednesday. Two competent judges appointed and prizes offered for the saving of white flour.—ap12,4i

Selective Conscription and a Newfoundland Victory Loan will help win the war.

## G. KNOWLING, Ltd.

SEE OUR

## NEW ROOM PAPERS.

Also, in stock,

## Wall and Beaver Room Mouldings.

## G. KNOWLING, Ltd.

ap11,12,4f.

### Note from Jack Turner.

Editor Evening Telegram. Dear Sir,—In the News of to-day's date a letter appeared over the signature "An Old Fogey," protesting that no extract from The Gazette was read in connection with the presentation of a decoration to me at the Patriotic meeting held recently. In this connection I wish to state that the letter was written without any reference to my wishes. The writer is unknown to me. I am interested in me, I may say that when I consider that I have been unfairly treated (and in this case I can see nothing of the sort) I am quite able to make my own protests.

May I also say that I deeply regret that at a time when the Department of Militia, the decorated soldiers, the rejected men, and the general public are making their greatest effort to keep the Regiment in the field, anyone—even from motives of friendship—should use me as a peg on which to hang criticisms of a Department on which so much depends. Yours truly, JACK TURNER.

April 12, 1918.

### Acids in Stomach Sour the Food and Cause Indigestion

"Pape's Diapiesin" fixes sour, gassy, upset stomachs in five minutes.

If what you just ate is souring on your stomach or lies like a lump of lead, refusing to digest, or you belch gas and eructate sour, undigested food, or have a feeling of dizziness, heartburn, fullness, nausea, bad taste in mouth and stomach, headache, you can surely get relief in five minutes. Ask your pharmacist to show you the formula, plainly printed on these fifty-cent cases of Pape's Diapiesin, then you will understand why dyspeptic troubles of all kinds must go, and why it relieves sour, out-of-order stomachs or indigestion in five minutes. "Pape's Diapiesin" is harmless; tastes like candy, though each dose will digest and prepare for assimilation into the blood all the food you eat; besides, it makes you go to the table with a healthy appetite; but what will please you most is that you will feel that your stomach and intestines are clean and fresh, and you will not need to resort to laxatives or liver pills for biliousness or constipation.

This city will have many "Pape's Diapiesin" cranks as some people will call them, but you will be enthusiastic about this splendid stomach preparation, too, if you ever take it for indigestion, gases, heartburn, sourness, dyspepsia, or any stomach misery. Get some now, this minute, and rid yourself of stomach misery and indigestion in five minutes.

MINARD'S LINIMENT CURE'S DISTEMPERS.

### Here and There.

CONSCIENCE MONEY.—J. St. John begs to acknowledge \$3.00 Conscience Money on April 9th.—ap12,1i

PERSONAL.—Mr. Ralph Burnham who received serious injury on board the ill-fated Florizel, is now able to be around again.

The members of the Presentation Convent Association are requested to meet on Sunday afternoon, at 3.30 o'clock, in the Schoolroom, Cathedral Square. MARGARET WALSH, Sec. ap12,2i

Every hour of delay increases the need for Selective Conscription.

## EMBROIDERY

We are showing a large selection of Embroideries in all widths from about 1 1/2 in. to 44 inches. Prices range from

7c. to \$1.25 per yard.

### Embroidery Flouncing.

14 in. wide, 35c. per yd. 27 in. wide, 90c. per yd. 44 in. wide, \$1.00 & \$1.10 per yard.

### Muslin Embroidery.

Sky on White, 25c. Red on White, per Purple on White, yard.

### Cashmere Embroidery.

25 & 30c. yard. Lawn Embroidery, 7c. to 25c. yard.

### Camisole Embroidery.

45c. 55, 60c. per yd. Feather Stitch Galoon, 35c. per yard

### FLANNELETTE EMBROIDERY.

Cream, 10c.; Pink, 12c.; Sky, 20c.; Grey, 3c.; Red, 5c. per yard.

### SILK EMBROIDERY.

In Cream only, 24, 28, 30, 35 to 50c. per yd.

### Ribbon Threaders.

10c. card. Cash's Embroidery and Frilling, 6c. to 55c. per yd.

### Veining Novelty in Blk. & White, Sky, Cream, Purple & Champagne, 5c. per yard.

## G. Knowling, Ltd.

ap4,11,12,4f.