

ook his soundings to get his position A little after 11 o'clock we had run

about 8 miles on a course since 10.10

clock. When I go 80 fathoms it in-

dicated I was keeping on my course

My third sounding was between 7 and

minutes to 12 o'clock. I estimated I

had run about 6 miles. It indicated

was still on the S.W. course. I got

much the same course. I then hauled

her off to S.S.W. I took no sounding

from S.S.W. course as the water was

always deep. Leaving port we seldom

take soundings. It was because it got

thick I took the soundings. Otherwise

there would be no need for it as I

could see the lights. If the weather

was fine I would be steering S.W. In

fine weather I would run inside Cape

Ballard Bank; the course I was then

steering would take me on the outer

side of Cape Ballard Bank thus giving

me a clear course around the Cape.

At 4 o'clock I was expecting to be

over the Ballard Bank. I intended to

cast a lead at 5 o'clock. I have sailed

that course ever since I have been in

the Red Cross Co. I carried out Cap-

tain Clarke's rules as I sailed with

him as second. I never missed Cape

Race going or coming. I always saw



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that ship. I had no orders to reli by Major Bryan Cooper, \$1.00. me speed at any time from the own- of the officer of the watch to note all First Seven Divisions The engineers had no such or- occurrences? mest Hamilton, \$1.75. White Lady of Worcester ers, as the chief would tell me if they orence Barclay, \$1.50. To Commander MacDermitt-She always do so? er and McClusky by A. G. Hala

Major by R. Connor, \$1.10 and rland's Bookstores,

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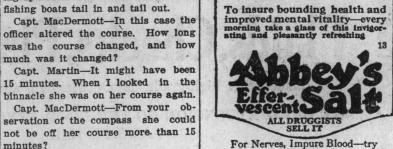
foundland. ery satisfaction given in pear which I took shortly after leaving losses. e: 167 Water Street train Bldg. P. O. Box 782. Telephone 658.

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your Health, Jir -should be your first con-sideration, and which no business man can well afford to neglect.



Capt. MacDermott-From your observation of the compass she could about it. The swell heaving in not be off her course more than 15 ABBEY'S VITA TABLETS 50 Cents a Box

> the light or heard the horn. This would be a hard port to make in a fog and second cook Moore, were in fiddley. Dooley and I went forward. if you missed the Cape. I would al-How we got there I don't know. I ways get a good departure for Hali-

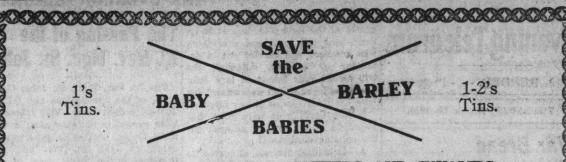
saw the lamp trimmer first and then fax by getting my position at Cape Race. I did not take soundings be the carpenter. They told me they had Mr. Ledingham there. He was tween 12 and 4 because I thought the gover needy. We just did that. There is a log book there badly broken up by being washed ship was well off the land. At 12 we had could be en- around and striking against the o'clock on the S.W. course she would winches. I remained there till the be 3 or 4 miles off the land. And as she proceeded she was running furnext morning. ther from the land. I did not see Cap-To Capt. MacDermott-I saw a rocket in the morning which fell about 10 tain Kean in the first watch. I was yards short of the ship. I did not hear only speaking to him once and that was at 2 o'clock. I told Mr. King to of any rocket going on board the ship. If the line had been got to the shore keep her S.S.W. as I did not like to go it is possible some of those would be over the Bantams. He remarked there saved. It is fortunate that we did not was lots of room outside. He remainget a line on board as no doubt we ed on watch till 4 o'clock. I only saw would have lost our lives. I don't strings of slob after 4 o'clock. Myknow what time the steamers arrived. self and the two look-outs kept a I heard a steamer blow. Just before sharp look out. I saw the last string ping more than 8 knots so I only al- kept a private book of my own for daylight we saw a lifeboat come near. of ice about 5 minutes before she werd 8 on account of the slob. I noting occurrences besides the official This boat made two or three attempts struck. I looked through the glass but was finally swamped. When day- and could see water on the other side light came we watched our chance to of the string of ice. The mate looked get aft. At this time the whole saloon through the glass and said, Yes, it is

was flattened and broken in two or a string of ice' coming around the three places on deck. One dory made Cape. I was confirmed it was slob two or three attempts to put a line on ice right up till the time she hit. A board but failed. A line tied to one little after 3 o'clock the mate said he of the Prospero's boats and secured saw a light.

on board. The first dory took the two | The second officer and two lookladies. Saw Terra Nova and Pros- outs were on the bridge. I got the pero and a whaling ship. I think the glasses and asked the man on the cormen who effected our rescue were ner of the bridge if he saw a light, he Capt. Martin-I don't know. They certainly brave. They deserve the said he was not sure. Seemen very highest praise. The men performed often see lights that do not exist. made an investigation and was sure This concluded Capt. Martin's ex- that there was no light seen. You could

Second officer King said he other ships. She is built spoon shape amination by Mr. Dunfield, and the en- not see any more than a mile at the are light on the starboard quarter and should glide over the slob. In quiry adjourned till 3 o'clock (Tucs- time. If a current had been running the log would show a speed that the ship was not necessarily making. have seen tiderips in a change of cur-

To Mr. Warren-I have been to the TUESDAY'S PROCEEDINGS. Capt. Martin cross-examined by Mr. rents. I have seen them far out to On reviewing the passenger list, Capt. Martin said: I saw James Mil- Gibbs, said: The pilot takes the ship sea. Ships have been often sagged in ler on the deck. I don't know what to the Narrows then I take charge. It Petty Harbor Bay. The Regulus went time he was lost. He was fully dress- was more than slob that was in the ashore near there. I always consulttom the south. There was no spray oming on board; she plunged a little. the was lost. He was fully dress-was more than show that was in the engineer after leaving port that show that was in the engineer after leaving port also the chief officers. The chief ca-The engineers take the sea temin the loss of the ship. I also spoke to chored at the starboard which gave gincer reported that everything was



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It has all the strength and vitamines of the whole grain. Vitamines are the lifegiving elements which are largely in the bran. A human being cannot live without vitamines. If we bolted Brooks' Barley it would be finer, but the wonderful life-giving elements would be largely lost. In countless comparative tests physicians have found that babies build much better on Brooks' Baby Barley than on any other barley or infant food.

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lection of New Spring Millinery that will surely meet with AAA all expectations. MILLEY. During thick or foggy weather I took me to go around Cape Race. If I nothing else to guide a ship. There my meals in the chart room on the hadn't altered my course at 4 o'clock are several dangerous places going bridge. I do not go to the saloon in I would be going right out of my way. up the coast. There should be a horn such weather. Since the war broke I eased her a little by going W. by S. at Bull Head, Ferryland Head and out I have not gone to bed at sea. I I always make my departure from also Cape Ballard, and around the was always at hand to receive notices Cape Race. The slowest speed the Head there should be one at Mistaken from the British and American Gov- Florizel has made when her engines Point. This is a poor coast for whisternments in relation to the running were going at full speed was four ling buoys as they would be carried of the ship which would be to run miles in a heavy sea. I know when away by ice. A lighthouse should be sometimes with or without lights. the propeller is racing; I can feel it on Renews Rock. According to where When bringing over the Nfid. Contin- on the bridge. I did not notice her the ship struck, I could not have helpgent I did not turn in my berth for racing that night. I reckoned on S ed seeing a light if there had been one the voyage. I was practically on the knots till 12 o'clock. From 12 to 4 there. bridge the whole time on the last trip I reckoned she was going as low as At this point (6 p.m.) the enquiry 5. From 4 till the time she struck she was adjourned. I made. To Mr. Warren-Last year I passed was doing about 10 knots. From Cape (Continued on 8th page.) The certificate was kept in the chart miles. I was at Cape Spear at 8.44. THE NEW FRENCH REFEDY. room. When I sail is left to my own She struck at 4.50, about 8 hours discretion. I used my own discretion steaming an average of 51/2 miles an THERAPION NO. 2 the night I sailed. Mr. Munn's pres- hour. The second mate thought she ence did not influence me in any way. was doing between 6 and 7 knots at 4 THERAPION NO. For distress signalling purposes we o'clock. I felt confidents of my calcuhad blue lights and rockets in the lations. I have always met the cur-RANTERSAD, LORDON POR chart room. We had all appliances rent running from the N.E. An unfor signalling. The water got in the known current would be misleading. THERAPION MAY TO THE chart room; I tried several rockets I was never so far off the land as I but they would not go off. It was not thought I was. I consider it a danpossible to get a line from the bridge gerous coast. There is a horn at Cape the Marconi Room. There was no Race, Bear Cove Head and Cape ines obtainable as they were washed Spear. In foggy weather there is **Household Notes.** away in the boats. When I altered Millions could have been saved if only the course I reckoned I was 10 miles Griddle cakes may be made of midmmon sense prevention had been off Cape Lallard, that was at 4.30 dlings. used in the first stage. If YOU ARE o'clock. The second officer said he The kitchen should be regarded as DODDS a Sufferer from Asthma, Bronchitis, saw the light well aft on the quarter. a lavatory. Catarrh, Pleurisy, Weak Lungs, Cough To Mr. H. A. Winter-I could not Every piece of clothing mended is KIDNE piece saved. Eggs or beans can often be used in PILLS stead of meat. under practically similar conditions. Keep an old door mat at the foot of I have never gone up with sc strong the cellar stairs. stronger S.W. winds. Between 10 and KIDNE No food can ever take the place of 12 I sounded three times. If the shin milk for children. had been steering nearer the land Wood should be used for fuel than I expected the distance to Cape wherever obtainable. Race would have been shorter than 23 THE Sweet fruits are better for the thc/course 1 was steering. I altered children than candy. ndland the course at 4 o'clock so as to allow

ve Hill Bulletin THIS WEEK. RHUBARB. FLOWERS: Carnations, Lilies. VREATHS, CROSSES, ORAL DECORATIONS to order. Terms: Strictly Cash. POTS: Tulips. J. MCNEIL. Waterford Bridge Road. **** w Landing nthracite Coal, All Sizes. MOREY & CO. ada's Most Famous OBACCO. 5 BAY CO ORPORATE

N'S BAY

had at

Water Street.

SET IN COWS.

Bay Imperial Mixtur

ice brand of Tobacco

Tobacco Store,

LINIMENT CURES GAB

Capt. Joe Kean, and I assisted him to me a little trouble in getting away. It looking fine. I don't know what it is The results are never re-me. I don't know what it is The results are never re-me. I don't know what it is Capt. Joe Kean, and I assisted him to the bridge after he had broken his leg I saw Mr Mun on the smoke then got away without any mishap. I would do it in ten and three quarters ported to me. To Capt. MacDermott-To my know- room a little after daylight. He had did not see the storm signals when I to 11 knots. There is no comparison

except in emergency?

leg. I saw Mr. Munn on the smoke then got away without any mishap. I would do it in ten and three quarters ladge I was never so far off going up his dressing gown on. There was sev- passed through the Narrows. The between the Florizel and Stophano in or coming down the shore. I always eral other passengers there. I did not wind was S.E. gale with snow when bad weather. The Florizel was better made Cape Race, going and coming— see any of them go. Joseph Mullow- I left. It changed to the N.E. on Sun- in heavy sea, she would make 7 miles either saw the Cape or the light. I ney was in the Marconi Room when I day morning. The weather report is where the Stephano would only make can give no cause for the accident ex-saw him last; he had no coat or life as often out as it is correct. I am al- 5 in a head on sea. At 4.30 I told the

ADAMS

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A birthday for your

child is a day long re-

membered when the gift

is a box of Adams Black

Jack. A stick a day

keeps throat ailments

Black Jack

Pure Chewing Gum

away.

TAIN MARTIN AGAIN CALLED. low. Did you give him authority?

Monthartin, on being examined was good reason for it, but the usual

and at Bowring's. I was expecting course. I said he did alright. In pass-

a make the trip to Halifax in 48 ing up and down the shore I have seen

eckoned.

times. I economize all I can. tered, which are written up later in

mut of slob ice. I reckoned she was ally consulted the log book. I also

me in pan ice. I often had slob to zel supplied with an old-fashioned

mt mot packed. It contained no cakes them used except in sailing vessels.

al o'clock. I knew I could not see thick slob she chokes her injector.

at fix any bearing clear of Cape they could be successfully used?

MONDAY'S PROCEEDINGS.

Mr. Dunfield, said: Our ordinary

mild go to Halifax in from 44 to 50

is 12 knots. Sometimes we

One one trip it took 60 hours.

r took the average for winter

ne: I don't know if any record is

ours. I was going about 10 knots.

me Race is often less than 5 hours,

s in all kinds of weather. The

out S.S.W. I was reckoning to

at Cape Race about 3 o'clock or

nk I would be going slower. I al-

we were going slow or not. She

toing full speed ahead till she

I never ordered reduced

wed. I could hear the engines turn- officer?

mys got notice from the chief engin-

med at any time. I don't know

engines were doing less than full

rest 12 tons of coal to raise steam

going at a reduced speed. I ex-

eted she would make more than that

net very much for speed on ac-

have gone down to Cape Race in slob log.

he Cape. When the slob is thick it hand-log?

To Commander MacDercott-I could used in ice?

. I took it before and again after probably could.

storing to be 7 miles off; you could ice in the Florizel.

would take another

and all kinds of weather and at one

iles up on the bow. The slob on this

ee the slob extended into the land

r pans of ice at all just swish. I did

aving Cape Spear. If I saw any

light at that time. At least I was

not see a light within a mile and a

half I have no idea and cannot ac-

unt for the loss of speed without

here was an unknown current coming

sion was very light on the top of

fter I passed Cape Spear. I did not see to this?

ver freely. It was the same coal

was little longer when I haul-

he bay was the cause that made me minutes?

we would make 12, more

time from Cape Spear to

ongest was 61/2 hours. I went

according to the weather.

Capt. Martin-He would do right to

Capt. McDermott-Did he tell you

why she was setting in on the land?

Capt. Martin-He did not tell me

why. He said she was setting in on

the land and that he had altered the

Capt. Martin-Yes, that was what

Capt. MacDermott-Was there

Capt. MacDermott--Was this inci-

Capt. Martin-I don't know that he

Capt. MacDermott-It was the duty

Capt. MacDermitt-Did the officers

Capt. MacDermott-Did you always

Capt. Martin-Yes. And I occasion-

Capt. MacDermott-Was the Flori-

Capt. MacDermott-Have you over

heard of the old-fashioned log being

Capt. Martin-No. I have not seen

Capt. MacDermott-Do you think

through the slob ice more easily than

To Mr. Dunfield .- She would go wonders.

dent entered in the log book by the

og book kept in the chart room?

fishing boats tail in and tail out.

nuch was it changed?

Capt. Martin-Yes.

the regular log book.

Capt. Martin-Yes.

Capt. Martin-Yes.

Capt. Martin-No.

alter the course if he believed there

the way belt on and was very weak. The ways prepared for those things. There men on watch to throw the log, they ling from the south. In fact I felt life belts were in each room. The was nothing in the weather that mistook what I said and cast the lead. pleased the way things were going. Ine beits were in each room. The was nothing in this heating port. About ten minutes after that I altered Capt. MacDermott-You said that belts on. Most of those who were I pay particular attention to the glass. her course. turing the first watch the officer in saved had life belts on. Those who I noticed it all that day. It was (To Commander McDermott -The charge of the watch altered the were on the Smoke Room deck about steady all day. About 10 o'clock the third mate saw Bay Bulls light at

Murse because the ship was sagging 20 were swept away with the one sea. glass went down very rapidly and at 9.45 just after passing the Motion.) the Petty Harbor Bay. Has an offi- I was told it since, that the bridge 3 o'clock it was down from 29.90 at When I came on deck I could not we in charge the right to alter the went with the same sea. The Smoke 10 o'clock to 29.10 at 3 o'clock. I see it as it was then too thick. I Room was washed overboard later. have always found it to be a short don't think he took any bearing at the Capt. Martin-No. I told him to There was no disorder not to my blow. I left the Narrows steering time. I met Capt. Kean about two the whistle if he wanted me. knowledge. The Marconi Room was S.E. ½S. I went further off than us- o'clock. I was talking to him for Capt. MacDermott-In this case he filled when I got there. I don't know ual. That is a precaution I take in about half an hour. I said "it's a altered the course while you were be- how long I stayed there. The mate foggy weather. In fine weather I nasty night, Captain;" he said, "it is would have three courses before I hard to see the lights a night like

day) afternoon.

would get her straightened up for the this." I said, my course was fixed for run to the Cape. The wind was S.W. S. S. W. and I was not looking for any lights; he said that's good, I think I'll when I left. In the bay it was S.S.W. turn in. Seafaring men when making a moderate breeze. It started to snow between 9.45 and 10 o'clock. I was passages on the steamer, through then about 8 miles from my position force of habit would come on deck at off Cape Spear. That is my 8.44 posi- all hours through the night. I never tion (as previously asserted). After take a drink at sea; I never take a the American and Canadian survey. Spear to where she struck is about 45 10 o'clock it got thick with snow drink on sailing day that is a rule I which continued up till 2 o'clock. The have always stood by; I never play wind started to freshen at 12 o'clock cards at sea; I did not take a drink when I left port; I did not drink gogoing to the south and still veering. It was about S.E. between 12 and 2 ing down the shore. I have been master for a little over three and a o'clock when it started to rain. Up to half years. I have many testimonials, 4 o'clock it was blowing a moderate some from the Nfid. Regiment, His Exgale. There was no water come over cellency the Governor and others. the forecastle.

MILLIONS DIE

To Capt. MacDermott-I reckoned I could see about a mile, that would be about 2 o'clock. At Cape Spear I saw Motion Head

that is six or seven miles. After passing Motion Head I could see about 1/2

Every year from Consumption a mile. At 10.10 you could not see the land. It was shut out. When Motion Head was abeam we could sey the land, that was about 9 o'clock. To Capt. MacDermott-After 2 o' clock I could see about a mile to a and Colds-all Diseases leading up to tell you roughly how many trips I mile and a half. The same light con- Consumption -- Tuberculosis, YOU made within the past three years to ditions prevailed up till the time she ARE interested in Dr. Strandgard's T. Halifax; I have made several trips B. Medicine. Write for Testimonials

The first sounding was at 10.10 and Booklet. when it got real thick. I was then DR. STRANDGARD'S MEDICINE CO., a S.W. wind. I have come down with 263-265 Yonge Street, Toronto. about 3 miles off. We got 80 fathoms and a sandy bottom. The soundings are all less water inward. The sound- THE BRITISE NORTH AMERICAN AGENCIES. ings are 72; 59; 41; and less as you Representatives. approach the shore. Capt. MacDermott-It must be per- Post Office Box 1131, fectly clear that he (Capt. Martin) St. John's. Newfou





