



**Do you suffer from Indigestion**

Indigestion is largely due to a debilitated condition of the stomach. In this condition the stomach is unable to digest food—this is, extract the nutriment from it. Therefore, the food lays in the stomach and ferments, causing pains, fullness and heartburn. You almost dread mealtimes because of those terrible indigestion pains afterwards.

But—try taking a wineglassful of 'Wingarnis' a quarter of an hour before meals. You will find that 'Wingarnis' will give a 'tone' and a vigour to the stomach and enable it to perform its functions in a natural manner. Don't continue to suffer needlessly. Take 'Wingarnis' to-day. Will you try just one bottle?

**Begin to get well FREE.**

'Wingarnis' is made in England, and you can obtain liberal free trial bottles—not a mere trial—but enough to do you good by sending 6 cents stamps (to pay postage) to COLEMAN & CO., Ltd., Wingarnis Works, Norwich. Regular supplies can be obtained from all leading Grocers, Chemists, and Wine Merchants.



Agents for Newfoundland—Messrs. MARSHALL BROS., Water Street, St. John's, Newfoundland.

**The Trying Experience On Board the Mongolian**

**Gallant Conduct of Naval Reservists—Letter From a Passenger.**

R.M.S. Mongolian, February 27, '15.  
My Dear Will.—This is the account of our experiences in the Mongolian as far as I have it:

We left St. John's, Thursday, the 18th inst., between 10 and 11 a.m., leading in a southerly direction till we reached a point about one hundred miles south of Cape Race, when we took a southeasterly cut for a short distance, before taking up our proper course for the South of Ireland for Glasgow. Until we took up this course we had very good weather, though somewhat dull, but when we did so the weather changed and we encountered head winds increasing to moderate gales and somewhat stormy seas. Monday and early Tuesday morning the seas increased, and one could feel how they made the ship quiver and shudder. I presume that the shaking loosened the cement, with which the damage caused by her hitting Ruby Rock, had been repaired. Anyhow, early Tuesday morning the carpenters, who had been sounding the wells hourly from the time of our leaving St. John's, reported the ship making water in No. 1 and No. 2 holds, which later increased very rapidly. Our position at noon of Tuesday was lat. 47.31, long. 36.41. I enclose a copy of the ship's log. With about 10 to 12 feet of water in No. 1 hold and about 5 feet in No. 2 hold and the uncertainty of about how much more of an increase there might be, matters looked naturally

**NOT LOOK TOO GOOD.**

We were then, about 10.30 a.m., fore-ine through a very heavy head sea, which would tend to drive the water into the ship, so Captain Hatherly wore the ship round and for a time we practically lay to, or with just enough steam to make steering way. He then had the Marconi operator send out the "All Stations Call." While this was being attended to, the big steam pump on No. 1 hold was set to work along with the ordinary steam pumps. Capt. Hatherly communicated the ship's condition to Capt. Alan Goodridge, the Commanding Officer of the Naval Contingent, which is slightly over two hundred men. Captain Goodridge told him to rely on him and his men for anything, and on their being told how things were they were all detailed for "the pumps." They were divided into regular watches day and night, under Petty Officers Yeo, Gill and Luxon, of H.M.S. Calypso; and from that time to this (Saturday afternoon) they have been working the hand pump on No. 2 hold at full speed and without any stop, barring the times it is not choked with water. This was one of the dangers,—No. 2 hold being fairly

**WELL FILLED WITH WHEAT.**  
The wheat might also become dangerous if it became saturated with water, and swelled a lot, as it would do, and caused a big strain on the hull's heads, besides that of the water itself. It was rather difficult to know what might happen, if the pumps gave out, or should get stopped for any time. Would our bulkheads stand? The wireless call was answered by the steamers 'Grampian' and 'Inver Tay,' westward bound, and the 'Casandra,' eastward bound, also by the 'Portuguesa.' Our captain had decided to make for Halifax, having the wind and sea in his favor, and as the

'Grampian' was of the same line and bound there, we passengers were kind of expecting her to stand by us, to there. She was also judged to be the nearest to us. However, it was the 'Inver Tay' that was our friend in need. She was north of us and bound for New York, the 'Grampian' was south of us and the circle in which she was travelling, by her keeping her course, would bring her farther away from us all the time. I don't know that it would have been very easy for any of these ships to have immediately picked us up that day if being thick, and as all had been apparently running by dead reckoning for several days, owing to the weather being somewhat thick, and positions would not be known exactly. Fortunately, however, we did not need any immediate help as the pumps were able to make a gain of the water. Still we were rather pleased to see the 'Inver Tay' steam up near us on the Wednesday afternoon. We cannot speak too highly

**OF HER CAPTAIN.**

He was indeed, a decent chap and a gentleman, and we can only at the present minute wish him the best of luck. The tone of his communication was, "Will stand right by you as far as you wish, and you can depend upon me for anything." Captain Hatherly's plan was to make full steam for Halifax, while we had the weather in our favor as I believe if we had had head seas we would have had to swing round again and under that style of progress we might have found it a long, long way to Halifax. The weather has, however, kept in our favor, barring that it was somewhat stormy last night and early this morning and presume it is the consequent rolling of the ship that is causing the pump in No. 2 hold to jam with wheat occasionally. To get a full head of steam up required extra stokers, and Capt Goodridge

**CALLED FOR VOLUNTEERS**

amongst the "Calypso's" of those who had some experience of stoking. Twelve were required, three watches, and very quickly twelve came forward, chaps who had stoked on locomotives, in steamboats, or in mines, or in other works. With the extra stoking we began to leave the Inver Tay behind us, and we lost sight of her Thursday evening, but of course she was not a tremendous distance behind us, and we were in constant communication. On Thursday we had a message from the Nfld. Govern-

ment through the Colonial Secretary. I think, that the 'Stephano' had orders to stand by us to Halifax. Later we heard she was not coming, but the U.S. Ice Patrol s.s. Seneca, was going to proceed with us to Halifax. She came into sight yesterday morning and has been with us ever since. Last night was very thick, but she kept with us, as our horn was going all the time. She is faster than us and occasionally.

**MAKES CIRCLES AROUND US.**

Yesterday morning we watched her steam away from us up to the barq. 'Dunure' and give her latitude and longitude, and run back again. We passed some icebergs Thursday night and early Friday morning. We don't want to see any ice. We hear that there is another steamer besides ourselves in trouble in these parts, the 'Tritonian,' she has lost her propeller. Our captain had a very nice message from the 'Cambrian,' who says he is coming up on us, and is going to stand by us to Sable Island. This being voluntary, having heard of our condition, must be thrice welcome to Captain Hatherly. It can be easily understood that he is under considerable strain, taking into consideration all the conditions and the fact that he had not been very well on leaving St. John's. We, the passengers, are sorry that luck should at present be against him, but have full confidence in him and his officers. Whatever the possible seriousness of the affair, everybody on board has

**TAKEN THINGS VERY CALMLY.**

In fact one would hardly know anything was the matter, and everything went on as usual, excepting that I couldn't get anybody interested in cards on the Tuesday and Wednesday. We were all only really afraid that some very alarmist reports might get to St. John's, and Tuesday and Wednesday we couldn't very well get messages through to St. John's as our operators were busy with other things. So we trust nobody in town had occasion to worry too much over any of us. Wednesday night matters seemed to be getting fairly normal and it was decided as an appreciation of the "Calypso's" work to get up a concert for them. This was in the hands of Dr. Ward, and was held in their quarters. I think the item in this which received the most applause was a song by Jimmy Green, of Placentia Bay. The boys also gave hearty applause to songs by officers Gill and Luxon, who appeared to be

**WELL LIKED BY THEM.**

They were addressed by the chairman, Mr. A. Lumsden, who thanked them on behalf of the passengers for the splendid and unselfish work which they had taken on hand. At the close of the meeting the men, themselves, called for and gave hearty cheers for Capt. Goodridge. He seemed to be very popular among the men, and the Petty Officers from the Calypso spoke highly to me of his efficiency and attention as Commanding Officer. Capt. Goodridge, at the concert, addressed the men very suitably, following his motion of a vote of thanks to the chairman. Previous to the starting of the leak, weather conditions were against the carrying out of much in the way of physical exercises, even if there was shipboard, but the usual routine with regard to inspections, stations and rounds was regularly carried out. After the starting of the leak, I guess they had enough drill on the pumps. On coming aboard, the men, I understand, had been told off for the boats, and they had had some boat drills and knew what to do in case of any eventuality. I may say that our ship's boats were

**ALL READY FOR LAUNCHING,**

with water kegs filled, metal holders filled with ship's biscuit and also large tins of bully beef aboard. Knowing something about open boats, I am rather pleased that we were not forced to have anything further to do with them. When moving round amongst the reservists, I found an acquaintance, Benjamin Green, of Burin. He reminded me of no rather fancy trip, if I may so call it, that we did by motor boat in Placentia Bay two falls ago. We kind of considered we were, in worse plight then, than we were on the Mongolian. He afterwards made one of the volunteer stokers, and Burin was therefore well represented amongst the bunch. We cannot speak too highly of these men,

**Girls! Stop Washing The Hair With Soap**

Soap dries your scalp, causing dandruff, then hair falls out—Try this next time.

After washing your hair with soap always apply a little Danderine to the scalp to invigorate the hair and prevent dryness. Better still, use soap as sparingly as possible, and instead have a "Danderine Hair Cleanse." Just moisten a cloth with Danderine and draw it carefully through your hair, taking one strand at a time. This will remove dust, dirt and excessive oil. In a few moments you will be amazed, your hair will not only be clean, but it will be wavy, fluffy and abundant, and possess an incomparable softness and lustre.

Besides cleansing and beautifying the hair, one application of Danderine dissolves every particle of dandruff; stimulates the scalp, stopping itching and falling hair. Danderine is to the hair what fresh showers of rain and sunshine are to vegetation. It goes right to the roots, invigorates and strengthens them. Its exhilarating and life-producing properties cause the hair to grow long, strong and beautiful.

Men! Ladies! You can surely have lots of charming hair. Get a 25 cent bottle of Knowlton's Danderine from any drug store or toilet counter and try it.

as their services were absolutely voluntary (and stoking is no cinch), though it is possible they may

**GET SOME REMUNERATION.**

The other volunteers for this job were: John J. Spencer, Salt Pond, Burin; Chesley Avery, Burin; J. P. Curran, Ferryland; E. D. Heefe, Placentia (Great Barisway); George Morgan, Brigus; Hugh D. Gillis, Highlands; George Mate, Port Rexton; Winslow D. Lush, Port au Port; Hugh F. Hollands, St. John's; Gilbert Ash, Portland, B.B.; Roland Pitman, Heart's Content. I was round among these men quite a lot and I can say they are a splendid bunch, and their presence on board did much to reassure everybody, who might be inclined to nervousness. I can see otherwise, if we hadn't had them, where we might all have been doing double watches on the pumps. However they said, "this is our job."

**SUNDAY MORNING.**

We have just been told by Captain Hatherly, he has been advised to have all the passengers ready, on our arrival at Halifax which will be between 12 and 1. We presume therefore, that we shall connect all right with the Scandinavian. So that is fine, as I was afraid we might be stuck in Halifax for a week. I am informed by the ship's officers that we are now keeping the water in No. 1 hold down to seven inches. It is kept clear by the bilge and hold steam pumps being all connected and working in conjunction, and also by the special auxiliary steam pump. No. 2 hold is only kept free by the exertions of the "Calypso's" on the hand pump. The water is at least three feet there and has been gaining, as the wheat has been on occasions jamming the pump and delaying operations, and is in any case working hard. I suppose that this will be posted as soon as we get to Halifax, so that will not be adding anything further.

Yours truly,  
K. M. BLAIR.

**Get More Vim! Renew Your Strength!**

If you are tired, nervous, sleepless, have headaches and languor, you need Dr. Hamilton's Pills; they tone the stomach, assist digestion, brace you up at once. Taken at night—you're well by morning. Sickness and tired feeling disappear instantly. Vim, spirits, hearty health, all the joys of life come to everyone that uses Dr. Hamilton's Pills. No medicine so satisfactory. Get Dr. Hamilton's Pills to-day, 25c. per box at all dealers.

**EVERYDAY ETIQUETTE**

"Is it ever proper to use one's visiting card to send regrets or an acceptance upon the receipt of an invitation?" asked Jane.  
"No, a note should be written in the same degree of formality as that used in the invitation," answered her sister.

Never pour boiling water over fish in fish kettle, it breaks the skin; lower the fish into the water.

Everybody does not know that pickled apples are quite as good a relish with meat as pickled peaches.

An old coffee or cocoa tin makes a good flour or sugar dredger, if a few holes are bored in the bottom of the tin.

Fish should simmer briskly; if it boils fast, the outside will be broken before the inside is cooked.

**Household Notes**

The perfect apple corer has a wooden handle.

Violin strings make an excellent string for beads.

Fish should be boiled in salted water to make it firm.

Cream taken after a meal is excellent to increase flesh.

White fish is, as a rule, more digestible than any meat.

Broiled green peppers make a delicious finishing touch to a steak.

Tomato juice will remove ink stains from fingers; so will lemon juice.

Before beginning to paper a house always see that the chimneys are clean.

Before planting garden seeds, make sure of plenty of little wooden labels.

Fruits of all available kinds should make a large part of the spring diet.

Every housewife does not know that tea can be bought in compressed tablets.

Rinse cut glass in bluing water if you wish it to have the utmost sparkle.

To make cut flowers last, set them in a pail of water up to their necks over night.

Cakes should be put, in a hot oven to prevent the fruit from sinking to the bottom.

**St. John's Meat Co., Water St. East, 'Phone 800**

A good dinner satisfies a man and makes him feel content. Ladies, you can accomplish this if you buy your Meat from our stores. We import only the best in meats, sell at keenest prices, and we can always please you with a Joint from our choice selection.

Choice Sirloin Roasts, 22c.; Rib and other Cuts, 18c. and 20c.; Finest Beef Steak, 22c. and 25c.; Frying Beef, 20c. (without bone); Boiling and Stewing Cuts, 16c. per lb.

Mutton: Legs and Loins, 20c.; Chops, 18c. and 20c.; Boiling and Stewing Cuts, 14c. per lb. up.

Pork: Finest Local and P. E. I. from 15c. to 25c.

Delicious imported Tripe, cooked and frozen, 20c. lb.

All our Sausages made fresh daily from the finest ingredients—Beef, 18c.; Pork, 20c.; Cambridge, 25c.; Bologna, 20c.; Black and White Puddings, 10c. and 12c.; Potted Head, 10c. lb.

Branches: Water Street East, Water Street West, Military Road.  
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**Our New Catalogue**

Giving full particulars and illustrating over thirty special premiums now being offered in exchange for

**Premium Tags**

**Master Workman Tags**

and

**Sickle Tags**

will be mailed TO YOU on receipt of post card giving name and address.

**Ask your dealer for the Tag and Coupon brands.**



**Our Great Anniversary SALE.**

Take the time right now to read this interesting advertisement. It is an invitation to you to join in the pleasures and share in the profits of our Great Anniversary Celebration. On Monday, March 1st, we enter our 10th year in this building, and we are going to make it an epoch in our history by giving values in furniture and furnishings never heard of before. We appeal especially to the young people contemplating marriage, as it was largely for this purpose that this store was started.

**The Furnishing of Home Outfits.**

To those prepared to pay all monies down we will give some sweeping reductions, as by arrangement we have had considerable goods made the past 2 months right in the building for us which we can offer at specially low prices.

To those wanting accommodation Our Easy Payment Plan should appeal, as you can pay so much down and each and every month until paid.

Unfailing straightforwardness in dealing, enterprise and ever increasing service are the cardinal principles of our business, which have won and held the confidence of the St. John's public in March's a store for everybody—The Popular Furniture Store.

As our goods are made by skilled workmen we have no hesitation in recommending same.

Our Felt Mattresses are the best that money can buy. Our New Health Mattresses are absolutely sanitary, being made of pure cotton and filling.

Our improved Oxford Springs are superior in every way to the imported. Our Ideal Springs are the acme of perfection.

Our Davenport, made to order, which can be converted into a sleeping Lounge, are taking well. Our Lounges, Couches, Upholstered Chairs are all made in the building. Our home made Parlour Suites are real money savers. Our newly made Sideboards are indeed wonders at the price.

Then we have a special line of Dining Suites which we offer at special prices during this Sale; also Bookcases, China Cabinets, Hall Stands, Tables, Chairs, &c.

So we say, buy Home Made Goods and Save money, as well as keep the factories working and distributing the money from week to week.

**The C. L. March Co., Ltd.,**  
The Popular Furniture Store, Cor. SPRINGDALE and WATER STREE TS.

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WAY.

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She saves a poor man  
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