

was no light anywhere between the Race at about 1.30 instead of at 4. of the ship for the purpose of safety. impossibility. two Capes which threw a glare. He would consequently have gone He was on the bridge all night; he Mr. Gibbs pointed out that Counsel into the loss of the steamship Lusi-

Ferryland light was a very poor ashore at about half-past two or did all that a reasonable, prudent and for the Crown avoided this difficulty tania exonerated the captain from cautious navigator could do. He could by allowing a lot of difficulty but he blame. The Loval Briton, which was from the shore when the weather is This showed how more reliable the not be expected to have the gift of would also point out that there was lost in June, 1906, was 35 miles out any way hazy. That it must be a captain's judgment was as to the omniscience. This was not to be not only no reason to suppose that of her course. The captain reckoned very poor light might be inferred speed of his ship. The captain in found on the habitable globe. If it she made it but the reversed or N.E. that he had passed Cape Race. The from the fact that the steamer Ca- reckoning the speed of the ship knew were the millenium would have been current would more then correct any Marine Court of Enquiry investigated long ago ushered in. He could not such tendency. Its effect would clear- into the circumstances surrounding leaving this port ran on shore under gines were turning over freely. He have foreseen the extraordinary con- ly be to keep the ship off the land her loss, and exonerated the captain the very lighthouse. The other light, consulted his officers all through that ditions of current which are testified since she would be running across it. from blame. In both these cases the to in the evidence of the lighthouse He further pointed out that the Crown cause of the loss was a cross current Bear Cove Head, as one captain night and morning. He and his of-stated, is only a "nuisance" and it might be a very good light for men water time and again during the the courter during the night and fol-the for the courter during the night and folscene of the wreck the day it oc- other when she ought to be affected lowing morning after she left port ou similarly by both. that fateful voyage. Crown to be correct, it showed that position, and it was not possible for It was suggested that not only It therefore seemed to him (Mr. Mr. Gibbs next discussed at length

bor. The Marine Court of Enquiry

April 9th.—Statement has been status t at as soon as posside an received from Army Council to the effect that the Newfoundland Regi-ment in France is now short of the authorized War Establishment by 170 men, and that the number of received from Army Council to the authorized war Establishment by 170 men, and that the number of received from Army Council to the authorized war Establishment by 170 men, and that the number of received from Army Council to the simply be inviting disaster.

ETS - Coloured, Cotton Blankets in

white striped bor-

light. It could not be seen a mile thereabouts. couna, about three years ago, after from the chief engineer that the en-Bear Cove Head, as one captain night and morning. He and his ofcutting in the wood. Even assuming watches in order to determine the the course traced by counsel for the ship's speed and to make sure of her curred.

on account of the distance of the ship all of them to be mistaken. That she must the Polar current have been re- Gibbs) that the supposition of a N. the questions submitted on behalf of from the shore it was impossible for did not go over the bed of the ocean versed on the night in question but E. current was quite impossible. It the Crown, for the opinion of the anyone to see a light. Another fact the distance computed was now the captain should have taken such a failed to explain why the ship was as Court, and forcibly contended that in commented on by the counsel for the known, but that she was passing possibility into account. While he ad- near the land at 4 a.m. as she must view of all the circumstances, the Crown was the fact that books were through the water at the rate they mitted that there was a certain amount have been; in fact it made the mystery Court's answers should exonerate the thrown out of the bookcase owing to judged her did not admit of any of force in the contention, he (Mr. deeper. The only way to account for captain.

an extra heavy roll of the ship would gone up and down that coast many explicable. cause them to fall out. He (Mr. times without being able to use a aux Basques a few years ago and they had to rely on their own judg-

when about half across, out of fifteen ment.

adrift or in valises being thrown estimates. All forces and circumtheir position, very few ships would cross the ocean.

It has been hinted that the captain should have continued sounding all that night. There was nothing in the evidence or in the rules followed by captains leaving port to bear out this contention. The captain did sound between 10.20 and 12 and made sure of his position. When he altered the ship's course at 12 and continued on that course until 4 he was running off the land, not on it. When he again altered his course at 4 a.m. he was not then running on the land. His position according to his reckoning, and he had no doubt in his mind about it, was about 21 miles east by south half south from Cape Race and about 10 miles S. E. Cape Ballard. The course he was steering was parallel with the land. It should have mabled him to pass Cape Race about or 4 miles off.

The captain, not having any doubt is to where his 12 to 4 course (S. S. N.) was taking the ship and also not loubting his position at 4, did not



the condition of the sea, and the cargo doubt. Captains and officers on ships Gibbs) thought that he could show it was to assume at least a North In conclusion, he, Mr. Gibbs, point getting adrift. The evidence showed should be and were able to judge the that the supposition itself was an im- current possibly one bearing even to ed out that here was a coast line of that no glass was broken in the speed of their ship when a log can- possible one so far from explaining the west of north, that is on the land. almost 60 miles without a lighthouse cases, therefore the doors of the not be used and when they cannot see the facts as set out by the evidence, Such a current of a strength of 2 without safeguards of any kind for bookcases must have been open and land. The captain and officer had made the occurrence even more in- knots or even less would fully explain navigation; there was no coast more everything. As it would be dead dangerous. It was rightly called the

The captain steered South West one against the ship from 12 to 4, it would "graveyard of the Atlantic," The Gibbs) crossed from Sydney to Port log or to see land, and in such cases quarter South up to 12 a.m. then bring her speed down to about 3 knots public were indifferent as to the fate changed to South West up to four, or a little more, giving her about 12 of those who must navigate it or who then changed again to West South for the whole course. It was reason- take passage in ships along it. The

passengers sleeping on the side of There was nothing unusual in the West. These last two courses were able to suppose that when she turn- Court was investigating a loss of life the ship where he was, twelve were weather or sea conditions; at any on exactly equal sides of a south west ed W.S.W. and goth both wind and and property, which all by their inthrown out of their berths through rate they were not of such a char- course, one being two points south of current slightly behind her she would difference and apathy contributed to the violence of the sea. There was acter as to cause them to doubt the it, the other two points west of it. easily make that speed and strike land and a victim was sought in the pernothing unusual in cargo breaking adrift or in valises being thrown estimates. All forces and circums fowed straight along this south west allowed that the wind halved has a lit flowed straight along this south west allowed that the wind helped her a lit- whose ship came to grief because proacross the stateroom floor. If mat- stances known to them were taken course, i.e., to the north east. Con- tle more than this on her second per safeguards were not provided to ters of this kind caused captains to into consideration. The captain made sequently it would have exactly the course, it was not necessary to put the enable him to tell the position of his view things as serious or to doubt every possible allowance; he went off same effect on the ship on both current as high as 2 knots though he ship and to protect the lives of those

thought it must have been somewhere on her. He was sent out along a in that vicinity. treacherous coast, at the confluence He. Mr. Gibbs, submitted therefore of two streams, the Polar and Gulf.

DODD'S

KIDNEY

PILLS

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that the only possible explanation of where at any moment the most extrathe ship's proximity to land at 4 ordinary conditions of tide might aco'clock was to be found in such a cur- cur, and he was expected to guard rent as he suggested and not in a against and to be responsible for the merely reversed current such as the hidden forces of nature. Was it books and other evidence mention. He right? Was it just?

also submitted that the captain could \_\_\_\_\_ nct be held to blame for not taking such a current into consideration, whatever may be said of the ordinary Polar current and its reversal. He also submitted generally that having regard only to the question of distance from shore, and not up or down it, any captain would be justified, even under the conditions of that night, in assuming after he had steered S.S.W. for four hours from any point, however near the land, that he was so far from the land that when he altered course to W.S.W. approaching the land at the same angle as he left it, he would be able to see the land long before ho was in danger of striking it. He would then unless the weather was

men under training in England is not sufficient to make up this de-ficit. Since very heavy fighting must what the Irish Nationalists wat ficit. Since very heavy fighting must be anticipated, at least 300 men will be required from Newfoundland as be required from Newfoundland as nerson Home Rule was Irean early as possible in order to bring person Home Rule was the Battalion up to strength and an additional sixty men per month will be required to maintain it in the additional sixty men per month will field. H. M. Government trust that your has been in force in England for the Government will be able to supply years. To this the Irish object. should they expect to be speci tnese men. (Signed) LONG." Conscription prevails throughout Canada and the United States, and Newfoundlanders in Canada are be-Newfoundlanders in Canada are be- the world the very freedom which Irish people have been clamoring ing conscripted. Under the War Measures Act the that they are not willing to Newfoundland Government have or- against the enemies of free justice. Their actions appear to dered:-

That no unmarried man between very inc very inconsistent. A writer in yesterday's Dally No the ages of twenty and thirty-five, who is eligible for the Army or refers to Hon. John Anderson Navy, shall be permitted to leave picture gallery, and mentions the that Mr. Anderson intends to the Dominion. That no person whosoever shall the matter before the be allowed to leave the Dominion without a Passport. Newfoundland must do its part, and Hall. The writer has on seve cost what it will, the Regiment must be maintained. Our Regiment has son's praiseworthy efforts in should be of erformed deeds of valor equal to any spect. But why in the history of the British Army. Its gallantry in the field has won in doing what is clearly i the recognition of the King by the to do? The Ministry of Ministry of the glorious prefix recently moved into their new

"ROYAL". It has earned so many encomiums admirably situated for such a part we cannot allow it to be withdrawn the war is over?

The description of Port Union om the scene of conflict. It has placed the name of New- yesterday's Advocate con foundland on the Honour Roll of the ment which the public nations. It would be an eternal dis-would do well to notice. has already been made to has already been made to it in t and to allow the name to be erased columns by the writer. Here from that Honour Roll by failing to statement: "Just starting pier, which wilk be a term "Just starting is the

ng strength. An opportunity is now afforded the the fact that it ung men of the country to join the ed upon som ranks. railway to Port Uni

On St. George's Day, the 23rd April, the Legislature will be convened, and immediate attention will be given to the consideration of the steps to be taken to maintain the Royal New-foundiand Regiment at full war strength. the new for the steps to be taken to maintain the steps to be taken to maintain the royal New-foundiand Regiment at full war strength. On St. George's Day, the 23rd April, ing to know if this

In the meantime the need is urgent, class of people in the In the meantime the need is digent, and every effort should be made to answer the call from His Excellency the Governor and from the War Coun-his F. P. U. enterprises cil, to enlist as many men as possible. W. W. HALFYARD, W. W. HALFYARD,

Acting Colonial Secretary, Dep't of the Colonial Secretary, April 11, 1918. dustry and energy may b people of the North. But with an established instit April 11, 1918. Coastal Service, the exclusive benefit of his mere

schemes at Port Union, is a too much from the public in i Coughs, Colds, Bronchitis, Asthma, and various Lung and the little place John's, the Capital of the D Troubles can be cured by taking Stafford's Phoratone Cough and When you want Roa Cold Cure. Price 30c. btl. Post- Ro ast Veal, Roast Mutton age 5c. extra.-apr5,tf

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tes in high and cut sty b; comes in high and cut the heel and pointed toe. Aturday and Monday .... Sy .. .. .

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00TS-Sizes 3 to 6 in fine B un Metal tops, spring heel style boot for the little ones. Spec . .. .. ..