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History Day By Day

APRIL 2nd.

Battle of Copenhagen, 1801.

The Battle of Copenhagen, or, as it is sometimes called, the "Battle of the Baltic," was one of the great victories gained by Nelson. In 1801 Napoleon, having succeeded in affecting a northern Confederacy of Russia, Sweden, and Denmark, for the purpose of destroying the naval power of Britain, England sent a fleet (under the joint command of Admiral Parker and Lord Nelson) to Copenhagen to subdue the Danes, and break up the Confederacy.

The Danes, however, made such a sturdy resistance that after the battle had been going on for some hours Admiral Parker gave the signal for recall. Nelson, pretending not to see this signal, continued the fight, and silenced the Danish batteries.

The Signal Which Nelson Could Not See.

Nelson was pacing the quarter-deck. A shot through the main-mast knocked the splinters about; and he observed to one of his officers, with a smile, "It is warm work; and this day may be the last of any of us," and then stopping short at the gangway, added, with emotion, "But mark you! I would not be elsewhere for thousands." About this time the signal-lieutenant called out that No. 39 (the signal for discontinuing the action) was thrown out by the commander-in-chief. He continued to walk the deck, and appeared to take no notice of it. The signal-master met him at the next turn, and asked him if he should repeat it. "No," he replied, "acknowledge it." Presently Nelson called after him to know if the signal for close action was still hoisted; and being answered in the affirmative, said, "Mind you keep it so." He now paced the deck, moving the stump of his lost arm in a manner which always indicated great emotion. "Do you know," said he to Mr. Ferguson, "what is shown on board the commander-in-chief? No. 39!" Mr. Ferguson asked what that meant. "Why, to leave off action!" Then shrugging his shoulder, he repeated the words "Leave of action; now damn me if I do! You know, Foley (turning to the captain), "I have only one eye—I have a right to be blind sometimes," and then putting the glass to his blind eye, in that mood of mind which sport with bitterness, he exclaimed "Damn the signal! Keep mine for closer battle flying! That's the way I answer such signals! Nail mine to the mast."

(From Southey's "Life of Nelson").

Thinks Regulations Should be Reasonable

(To the Editor.)

Dear Sir,—Please allow me a little space in your paper to say a few words regarding not allowing the young men at the sealishery this spring. Now, I have two sons fit for duty on the battlefield, and I gave one and kept the other back to stand by me in my old days to help to support the family.

Now, my son had a berth in the Eagle, and when the news came that the young men were not allowed to go to the sealishery, I sent a message to Bowring Bros., Ltd., asking if they would allow my son to go and telling them that I had one gone to the war. But they made no reply to my message whatever. Do the owners of these ships consider they are playing their part in regard to the war? We have to send our boys to the front and then they are home here trying to starve their parents by not allowing those who have a son to go to the sealishery. Now, I have spent my time at the sealishery, and if my son was allowed to go to the sealishery I would have been in my own home today. But how can my son go to help to earn a cake of bread for me if the owners of these ships will not allow him. Sir, if the owners of these ships had spent so many dirty nights on the deck of a ship as I have trying to earn the cake of bread, and also look out for the safety of my life, they would be only too glad to give it up and allow our young sons to go. I was at the codfishery when I was nine years of age, and have been at it ever

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since, and now I am going on fifty-eight, and don't you consider it's time for me to have a rest? I think the owners of these ships should consider their ways and be wise. I was talking to a returned soldier yesterday and he was in London Hospital with my son, and as soon as my son was well of his wounds he was placed on the field again, and today he is a prisoner in Germany. He was three months missing and his mother and myself spent many anxious hours, but we believed in prayer, and thank God the good news of his safety reached us and our belief in God is that we will some day shake his warm hand again.

W. A., of Pool's Island, St. John's, April 1st, 1918.

Dead and Missing In Halifax Disaster

When the statement was issued at the first of the year showing 886 known dead, representing bodies or charred remains recovered, and 310 unidentified dead and charred remains buried, it was estimated that the total death roll would be about 1600, and it was known, there were a number missing still unaccounted for. Since that time the Mortuary Committee has been engaged in tabulating the statistics and endeavouring to ascertain the dead among the missing. The lists as now completed show 1578 known and recognized dead. There are undoubtedly a number for whom proofs of death have not yet been shown to the Committee, but who lost their lives in the disaster. These include the dead in Halifax and Dartmouth and outside the city as a result of the explosion, and also include the names of those who were washed into the sea and have not yet been recovered. The list of known dead will probably be increased, but by how many it is as yet difficult to say.

Of the 1578 known dead, 933 are male and 645 female. 867 were single persons, 546 married, 58 were widowed, and on 98 returns the social condition is not stated. In religious denominations there were 382 Church of England, 530 Roman Catholics, 178 Presbyterian, 112 Methodist, 61 Baptist, 1 Congregational, 8 Lutheran, 15 other denominations, and 291 in which the religious denomination is not known.

Practically all the deaths took place during the month of December, and 25 since the first day of January of this year.

Of the occupations followed by the various persons killed in the disaster, there were: Professional persons, 10; tradesmen, 44; clerks, 32; farmers, 1; fishermen, 1; craftsmen, 90; miners, 1; laborers, 178; railway men, 43; students, 31; seamen, 97; soldiers, 20; housewives, 271; domestics, 16; miscellaneous, 26; no occupation, such as children and others, 637; not stated, 70. Every race on the earth was represented—1 Malay representing the brown race; 8 Indians, 7 Mongolians, 10 Africans, and 1553 Caucasians, of whites.

Classified by ages there were under 1 year of age, 26 boys and 18 girls; 1 year of age, 19 boys and 12 girls; 2 years of age, 30 boys and 22 girls; 4 years of age, 27 boys and 12 girls; 5-9 years of age, 83 boys and 68 girls; 10-14 years of age, 62 boys and 50 girls. Summarizing up to 14 years of age there were 274 boys and 204 girls.

From 15-19 years of age there were 5 boys and 38 years; from 20-29 years of age, 129 men and 110 women; 30-39 years of age, 112 men and 80 women; 40-49 years of age, 96 men and 59 women; 50-59 years of age, 50 men and 38 women; 60-69 years of age, 32 men and 29 women; 70-79 years of age, 16 men and 19 women; 80-89 years of age, 6 men and 7 women; over 90 years of age, 1 man and 2 women. Information is not yet available respecting the ages of 162 men and 53 women.

The Reddening of Fish

(To the Editor)

Sir,—The Hon. John Harvey has started a discussion on one of the real essential subjects on which the foundations of our trade rest. Red pink and dun codfish seem to be the sole enemy of our European trade. Mr. W. A. Munn says that nine-tenths of the difficulty is salt and its proper use. Right, Mr. Munn; salt and its proper use is the main trouble in pink fish. It is not clean new salt that causes the pink in fish, it is second-hand salt that is causing this trouble. You know, sir, that salt used the second time has lost its strength, so by that it cannot save or cure codfish or anything else. If codfish was properly washed when split, and clean new salt used I don't think there would be any pink, red or dun codfish. Two-thirds of this pink, red, and dun fish comes from big catches. I think there should be a man appointed in each District to look out for this to see that there is no second-hand salt used. It wants a man with common sense, and a fisherman with that, who knows a fish when he sees one.

Yours truly,

JAS. A. WALTERS.

Rock Hr., Bonne Bay,
March 25th, 1918.

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