

PUBLIC MEETING.

A Public Meeting of Citizens of St. John's East and West will be held in the Star Hall on Monday evening next, at 8 o'clock, for the purpose of discussing the situation which has arisen out of the Harbor Main election petitions, and to consider what action should be taken in connection therewith.

ap16,31

Finding of Court.

Loss of Motor Vessel "Dellecnac."

Judge's Chambers.
Court House,
St. John's,
April 15, 1920.

Finding of the Marine Court of enquiry into the circumstances connected with the abandonment and loss at sea of the Motor Ship "Dellecnac," on the 31st day of August, A.D. 1919.

The Motor Ship "Dellecnac," a wooden ship of 476 tons net, gross tonnage 613 tons, was built at Harbor Grace by the "Newfoundland Shipbuilding Company, Limited," and was registered in the name of the Newfoundland Shipbuilding Company, Limited of Harbor Grace, Newfoundland, at the office of the Registrar of Shipping, on the 30th day of May, A.D. 1919. Her crew consisted of twelve men, Master inclusive. She sailed from Harbor Grace on June 18th, 1919, bound to a port in Norway, and after proceeding but a short distance on her voyage, it was discovered that the quality of oil fuel supplied was not suitable for the engines, and she was therefore obliged to return to Harbor Grace where a new supply was procured, and the ship left again on Wednesday, the 16th of July at 7.40 p.m.

Upon leaving port, the ship was put on an East by South course. No record of the log being set, was made, but a speed of four knots was noted, and the ship continued on that course with a moderate South West wind until 4 a.m., Friday, July 18th, when the starboard engine became disabled. At this time it was discovered the ship was leaking badly, the deck beams on the starboard and port sides of the engine room had taken fire and it was decided to make for St. John's. The ship's position at the time was Lat. 43.17 North, Long. 49.48 West—approximately—course West by North, the speed from two to four knots, engine not going regularly, ship making water, the quantity not noted in the log. The pumps were kept going and eventually the ship reached St. John's at 9 a.m., Tuesday, the 22nd of July.

On July 26th, the ship went into the dry dock where it was discovered the pintles of the rudder were broken, the sea-cocks were damaged, and the pipe leading to the circulating pumps was also damaged.

Repairs being effected, a new Master and crew were shipped, and the "Dellecnac" left St. John's at 10 a.m. on August 25th, 1919 and proceeded on her voyage. At noon on that day, Cape Spear bore West five miles distant. At 5 p.m. the same day, the Port engine stopped, the speed given being from five to three knots. No log was set to denote the accuracy of such speed, and, although the weather was clear after leaving St. John's, no effort was made to verify

the accuracy of the Chronometer rate. No record of the principal events of the voyage was made, such as the quantity of water the ship was making hourly; what efforts, if any, were made to minimize the inflow, or if anything was really done to save the ship before abandonment. The log was kept in a perfunctory manner, not intelligible to the ordinary individual, and was admitted by the Master to have been written up by him on board the rescuing schooner, "Carrie Hirtle."

According to the Master's evidence, at 9 a.m., Monday, she was ninety-three miles East of St. John's, drifting North East, half a mile per hour, (see evidence "J.W.G., 21.") and yet at noon Wednesday, he states he was fifteen miles off Bay Bulls. Again in the evidence of Arthur Wells, Chief Engineer, (see "A.W., 31") he states that when taken off ship by the banking schooner "Carrie Hirtle," they were eighty-five miles off the land. He again states that on Tuesday or Wednesday they were seven or eight miles off the land. The whole evidence of the ship's position and her navigation is most unsatisfactory.

The log of the "Dellecnac" of date Sunday, August 31st, 1919 records the following account of the ship abandonment:

"4 a.m., Engineers and engine room staff give up engines. Engine room flooded and five feet of water in hold. 8 a.m., similar conditions. 10.30 a.m., 'sighter a schooner and signalled her. She bore down on us and all came aft and refused to remain longer on the ship as 'she is totally unmanageable' and making a large quantity of 'water and drifting helplessly.' 12.30 launched boat and dory 'alongside, took off four men and remainder in life-boat and boarded the fishing schooner 'Carrie Hirtle,' of Lunenburg, in 'approximate Lat. 47.54 and 'Long. 50.40 West. Schooner bound for St. John's or Cape Broyle. Set 'Dellecnac' on fire 'before leaving her.'"

The Crown submitted certain question for the opinion of the Court. The questions and answers thereto, are as follows:

Q. 1. Was the said vessel properly equipped and in a seaworthy condition when she left the port of Harbor Grace, Newfoundland, on the 16th day of July, A.D. 1919, on a voyage to Norway?

A. The vessel, in the opinion of the Court, was not in a proper seaworthy condition when she left the port of Harbor Grace for the following reasons: That no satisfactory official survey had been held on her

prior to her leaving Harbor Grace, and that certificates were given her without full and careful examination. After only thirty-four hours steaming on her voyage to Norway, she broke down in her machinery and had to make for St. John's, leaking considerably. The fact of her bilges being choked with dirt, etc., is, in itself, a most reprehensible condition in which to send a ship to sea. By the evidence, her rudder was found to be considerably damaged when docked at St. John's, and it was highly improbable that such a damage could have been sustained during the very short period she was at sea, as the weather was not sufficiently bad to cause excessive motion.

Q. 2. Was the said vessel properly and competently manned for said voyage at the time of her said departure from Harbor Grace?

A. The vessel does not seem to have been competently manned for the following reasons: The First Mate Gray held no certificate, although the vessel was making a trans-Atlantic voyage. In the evidence given, it appears, that Captain Hannevig, after the breakdown, was continuously in the engine room. The Third Engineer Noseworthy, states in his evidence, he, Captain Hannevig, "was down in 'the engine room the whole time and 'took charge of things. He knew 'more than anyone else, and he was 'the one we used to go by;" also Arthur Wells, Chief Engineer on her last voyage from St. John's, states, "They told me, Captain Hannevig was 'Chief, they also told me, Pynn was 'Chief; I don't know which of them 'was Chief."

I consider that under these circumstances, the engineer staff not fully competent. The position of a Captain in a ship is on the bridge, or on deck, and not working in the engine room, and had the Chief Engineer been a thoroughly competent man, such a contingency would not have occurred.

Q. 3. Was the said vessel properly equipped and in a seaworthy condition when she left the port of St. John's, Newfoundland, on the 24th day of August, A.D. 1919, on a voyage to Norway?

A. Presumably, yes,—she had been docked, repairs effected and passed fit for sea by Lloyd's Agent at St. John's, and by the Agent of the London Salvage Association, representing the Underwriters, but at the same time, I cannot agree that the vessel was entirely seaworthy. On her voyage from Harbor Grace to St. John's she leaked considerably. The real cause of the leak was not ascertained, and on leaving St. John's, she was shortly afterwards again in the same condition.

(to be continued.)

At the City Hall.

The regular weekly meeting of the Municipal Council was held on Thursday night at eight o'clock. The Mayor and all the Councillors were present.

The question of importing a new dump cart for road work, and another sprinkling truck was up for discussion, and action deferred.

A letter was received from Bowring Brothers complaining of a retaining wall on the South Side Road. Referred to the Engineer for inquiry and information.

Two letters were read, one from Montreal, and the other from Hamilton, Ontario, in relation to castings, which were ordered to be filed.

Plans of alterations to Dicks and Co.'s building, Duckworth St., were approved.

Proposal to build on Macklin Place by Messrs. Neider and Pilly, were considered, but as no ground plan was submitted, they are to be instructed to see the City Engineer.

Clift and Pinsent wrote on the same subject.

The following permits were ordered to be granted:—Inspector Newhook, to repair house Field Street; Archibald Greene, to add a story to house 49 Parade Street; Catherine Boland, to repair house 22 Burke's Square; Vincent Walsh, repairs to house Gower St.; R. P. Bailey, house Franklin Avenue, provided he undertakes to put water and sewerage in. Thos. Hynes, McNeil Street, this house is outside City Limits, and if he wants water and sewerage he must pay the taxes. Plan of house for S. Elliott, Water Street, was approved, and Walter Gosse was given permit to repair house Plymouth Road.

The applications of the Union Trading Company and Hickman and Co., stood over until plans are submitted.

The following orders were also given:—Benjamin Morris, for a bridge on Bell Street, Engineer to inquire; F. W. Marshall, a garage, referred to the Engineer; E. D. Morrissey must submit plan; Jas. Baird, for garage, must submit plan. Respecting the application of A. W. O'Reilly, he must submit ground plan for proposed garage.

A communication was read from J. A. Winter, in reference to the property of the late Sir Jas. Winter, Robinson's Hill. The question of opening road, etc., was settled before, that is to say, the Council confirms the previous action to the effect that, if the road is to be opened the property owners must pay cost of same and also for the necessary sewer pipes. If houses are to be built on the south side, connection with mains would have to be from Robinson's

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Hill. A septic tank must be proved sufficient for the houses proposed. Permission is granted Mr. James to build.

Jas. Murdoch, on behalf of residents of Sudbury Street, sent a petition for lights in this locality. Referred to the Engineer for inquiry.

Edward Stamp and William Stamp applied for positions on the steam-rollers. The latter will get his job as before, and the former as soon as old roller is fixed up.

Robert Sparrow's application for work at Bannerman Park, as last year, will be considered.

A light was ordered to be put at Rennie's Mill Road, and the Gas Co. to be notified the Council will no longer be responsible for the light there.

Discussion ensued over water pressures, insurance matters and the Venturi Meter. It was ordered that Inspector Rooney be instructed to vigorously prosecute for water waste.

The City Engineer's report, which dealt with the extension of sewer, Cook St., work at water services, etc., was read.

The meeting adjourned at 11 p.m.

"FIVE THOUSAND."

Five Thousand more bottles of "Brick's Tasteless" Cod Liver Oil will arrive in a few days. The two thousand which arrived about two weeks ago is practically all sold. This certainly speaks well for the medicinal qualities of "Brick's Tasteless." The quality of it makes you eat, and food is very high at present. "Brick's Tasteless" is a most palatable preparation containing the active principles of the purest Cod Liver Oil with all its unequalled tonic alterative reconstructive properties—combined with Phosphorus in the form of the Compound Syrup of Hypophosphites containing 1-100 gr. strychnine to each tablespoonful also, with the nutritious liquid extract of malt and the bronchial tonic and sedative fluid extract of wild cherry bark. Price \$1.20 bottle; postage 20c. extra. For sale by DR. F. STAFFORD & SON, Wholesale & Retail Druggists, St. John's, Newfoundland.

Sole agents for Newfoundland. Write us for wholesale price.

Pte. J. Milley Writes.

Private J. Milley, the man who by his letters with others to the press on the shabby treatment he (and they) received from the military authorities in St. John's, created such a tremendous furor in Government circles, writes from Halifax, Nova Scotia, to say that he is greatly pleased with the courage and the 'Star' in publishing his record after he had left the country. He also hands out a few bouquets to Hon. R. A. Squires, which he shall not present to-day, but will retain for future use. Pte. Milley had some financial dealings with certain parties, particulars of which would be interesting at the present juncture. He says that the Soldiers' Employment Committee of Halifax are a grand lot of men and leave nothing undone for the good of the returned boys. Milley was found a position by them as painter at \$21 per week. At the Nail Factory here he received \$12 per week. Later on perhaps, his letter will be published in full.

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Smallwood's Big Shoe Sale.

We Can Shoe the Whole Family

With good Footwear at last year's prices. We bought heavily of the following lines of Footwear, which we now offer to our customers at a saving from \$1.00 to \$3.00 per pair.

150 Pairs MEN'S TAN LACED BOOTS, pointed toe, English last; sizes 7, 8, 9 and 10. These Men's Boots are easily worth \$15.00 to-day. Gentlemen, inspect these boots at once and secure yours to-day. Our price only \$12.00 per pair.

100 Pairs MEN'S BLACK BLUCHER LACED BOOTS, high toe; all sizes in stock just now. To import this boot to-day we could not retail it at less than \$14.00. Our Special Price only \$12.00 per pair.

200 Pairs LADIES' HIGH CUT LACED BOOTS. A sample lot to clear at \$6.00 per pair. Ladies! We wish to draw your attention to this line of Footwear, and we are sure we do not overestimate the quality of this line of Footwear when we say you can't buy these beautiful High Cuts for less than \$9.00 per pair. Only \$6.00 per pair.

175 Pairs LADIES' VERY FINE LACED HIGH CUTS. Good value for \$10.00. Our price only \$8.00 per pair.

We are inside on Boots just now, having purchased early in the Spring of 1919. We would strongly advise our customers TO BUY BOOTS NOW!

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LADIES' SAMPLE BOOTS—No half dozen pairs alike; sizes 2½, 3, 3½, 4 and 4½ only. Prices\$5.00 and \$6.00 per pair

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