

# Great Sale of Damaged Goods.

We had a considerable quantity of much needed Dry Goods damaged on the last English steamer and sold recently by public auction for the benefit of whom it may concern, at sacrifice prices.

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Prices will be much higher later. These were purchased last October in the English market, when prices were much less than the present quotation.

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DRY GOODS DEPARTMENT.

P.O. Box 920, St. John's

### 'Florizel' Inquiry.

Thursday's Proceedings.

Hon. J. C. Crosbie, Minister of Shipping, sworn: On being examined by Mr. Dunfield told of the part he took in connection with the arranging of a ship to proceed to the rescue of those on board the doomed Florizel. The greater part of Mr. Crosbie's evidence was taken up in explaining what he knew of the delay in sending the whaler Hawk. Mr. Crosbie was quite satisfied that owing to the unavoidable circumstances the ship could not be dispatched any quicker.

"I drove to Bowring's premises. Captain Simonson and Mr. Tessier were having provisions put on board the tug. I knew Mr. Stone was arranging to go on the Home. I said to Captain Kean go over with Simonson and bring over the Hawk. I said to our man, McDonald, get our men to take out the coal out of the Hawk and never mind any one spoiling a suit of clothes. I then received a message from Cappahayden stating that the Florizel was submerged and all lost or words to that effect. I took Captain Kean aside and told him the message. He said it is no use sending the Hawk now as all is lost. Captain Kean then returned to his home. Later on Mr. Tessier received a message saying that there was life on board. In connection with what was done I can say this that Mr. Eric Bowring and myself did everything possible and if we had to do it over again we could not do it better. There was no delay at any time in connection with the Naval Reservists. After Mr. Bowring received the message about life being seen on board I did not pay much attention to the messages that followed as they were conflicting. I am perfectly satisfied in my mind that no steamer could leave for the scene of the wreck any quicker than those which left, did.

To Mr. Wintler: I know these whalers are very good sea boats but in my judgment it was necessary to take some coal out of the Hawk before she would be fit for service.

To Mr. Dunfield: On behalf of the Government I worked jointly with Mr. Eric Bowring and did not care in what position I was acting. My main object was to save life. Mr. H. D. Reid was continually at his telephone, as everytime I phoned him throughout the day and night he answered immediately.

Luke Holmes sworn: I am from St. John's, N. B., and master of the Linnet. About a year ago I left Montreal in the Scottish Hero, partly loaded with about 1000 tons of manganese ore and made the passage to Sydney in 14 hours. I was there 2 or 3 days when the Turret Court arrived and docked astern of me. Her captain, McDonald, told me a blade was off my propeller, but my engineers did not know it. It was a four-bladed wheel. I don't know when we lost it. A few years ago while in the Cacouna I lost a blade between Charlottetown and Montreal and did not know it was off till I was leaving the wharf. It might not be possible to lose it without knowing it, as the counter on the engine is consulted every hour. Breaking a blade might happen more easily. I've been 18 years master and nearly all the time running here, and always making Cape Race. The normal current between here and Cape Race runs S. W. One time I noticed a peculiar drift. When the Cacouna was lost 4 years ago I left here on the Morwenna and set my course to pass Ferryland 15 miles off. I expected to pass Cape Race about the same distance, but made only 6 miles off. Another ship was lost this side of Cape Race. I've heard men say before a S. E. wind the tide sets in towards Ferryland. It blew a gale before she went ashore, but was not blowing when she struck. I've made better time coming this way from the Cape than going up. In the Morwenna I came down in 4 1/2 hours. She was a 12 knot boat. I never went up inside of 5 1/2 hours. I have an idea the current along the shore is largely governed by the wind. I have known the current to be reversed and to set in on the land. My courses from St. John's to Halifax would take me in clear weather about half a mile off Cape Spear and two or three miles off Ferryland Head. If thick I'd go about three miles off Cape Spear, and make 15 miles off Cape Race. I'd run an hour past Cape Race before hauling in. From Cape Pins to Low Point would be N. W. by N. & W. going to Sydney. I wouldn't try to sight Cape Race in thick weather. I wouldn't take soundings when keeping well off, unless I was coming in on the coast. If I felt sure of my ship's speed and position I don't think I'd sound. If I was going through ice and had a S. E. gale I'd try to get a sounding near Ferryland in order to make Cape Race. I've often gone around Cape Race without using the lead. With a faint sounder it would take about 15 minutes to get a reply. I wouldn't reduce speed unless I was coming in and feeling for the land. If I had any doubt of mak-

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ing a point I'd overrun it about half an hour to make sure. If in doubt I'd reduce speed. Soundings are not much use in finding your position, as the water is the same at various places, but they are a safeguard against danger. I've been up and down the coast about 900 times. (The courses and distances given by Capt. Martin from 4 a.m. to 4:50 a.m. were ticked off on the chart by Capt. Holmes from different assumed points of starting.)

To Mr. Warren: If I haven't my log out at night I judge speed by revolutions of the propeller. This is done in going across with a convoy. The loss of 6 revolutions a minute would make a difference of various distances according to the size of the propeller. My course of fifteen miles off Ferryland in fog would be only on my own judgment. Many others might take a different course. To start off from a short distance this side of Ferryland would have much the same result as starting at a good distance off from here. Sounding along the coast would hardly convey to you where you were unless you struck Ballard Bank, the depths being the same a considerable distance along. If I felt I was

making the course planned for keeping off I wouldn't think it necessary to sound. Following the course planned to believe she was not working normally and going as reckoned, I would judge I was on Ballard Bank at 4:40 a.m. and would not slacken speed.

At 6 p.m. adjustment was taken till Monday afternoon at 3 o'clock.

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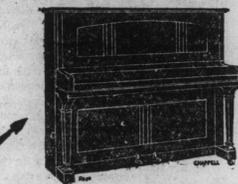
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References:—  
Banco de Portugal, Banco Nacional Ultramarino, London & Brazilian Bank, Ltd., Oporto.  
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**Sunday Services**

American Cathedral (Easter Day)—Holy Communion, 6:30; Holy Communion (Choral) 8; Holy Communion, 10:15; Matins (Choral) 11; Processional Hymn, 4:37; Te Deum, Smart in F; Anthem: "As it began to dawn"—Vincent; Preacher, Bishop White; Evensong, 6:30 (Choral); Anthem: "As it began to dawn"—Vincent; Preacher, Rev. J. Britton.

St. Thomas's (Easter Day)—Holy Communion at 6:30, 8 and 11. Morning Prayer and Sermon, 11; Preacher, The Rector; subject: "The Song of Easter Morn." Sunday Schools and Bible Classes meet as usual and attend the Children's Service at 3:30 p.m.; Evensong and Sermon, 6:30; Preacher, Rev. A. Clayton.

St. Mary the Virgin (Easter Day)—Holy Communion, 6:30, 8 and at Noon; Easter Anthem, Grand Chant; Proper Psalms, 2, 57, 111; Te Deum, J. Robinson; Jubilate Deo, Rev. W. Tucker; Anthem: "He is Risen," Caleb Simper; Hymns, 111, 162, 160; Preacher, The Rector; Evensong, 6:30; Processional Hymn, 170; Proper Psalms, 113, 114; Magnificat, Dr. Armes; Nunc Dimittis, Sir George Elvey; Anthem, "He is Risen," Caleb Simper; Hymns, 177, 178, 453. Preacher The Rector.

Christ Church, Quidi Vidt—Holy Communion, second Sunday at 8 a.m.; Evening Prayer, third Sunday in each month at 7 p.m. Every other Sunday at 2:30 p.m.

**ASYLUM FOR THE POOR.**  
Holy Communion—The first Sunday in each month at 9 a.m.  
Virginia School Chapel—Evening Prayer every Sunday at 2:30 p.m.  
**BROOKFIELD SCHOOL CHAPEL.**  
Evensong—Every Sunday at 3 p.m.  
Sunday School—Every Sunday at 4 p.m.

St. Matthew's Church, The Conde—11 a.m., Matins and Holy Communion.

Gower St.—11, Rev. N. M. Guy; 6:30, Rev. D. B. Hennessey.

George St.—11, Rev. H. Royle; 6:30, Rev. N. M. Guy.

Cochrane St.—11, Rev. Dr. Bond; 6:30, Rev. D. B. Hennessey.

St. Andrew's Presbyterian Church—Sunday services at 11 and 6:30. The Minister will preach at both services. The morning subject, "The Immortal Cross"; Communion will be dispensed and subject of this service. In the evening the subject will be: "The things we live for."

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