

MR. COAKER'S LOG OF THE VOYAGE OF "NASCOPIE"

(Continued from page 1)

The ice very heavy and when the ships stopped it was impossible to proceed another foot. All decided to await developments that would likely present themselves at day-light.

Off Again at Daybreak

March 15th (Sunday).—Our fleet started at day break. Florizel, Bonaventure and Adventure away to S.E., about ten miles; Newfoundland about eight miles distant nearer to the land. Apparently Newfoundland intends hold on for hoods—a wise decision—as it ought not to be hard to make up 20,000 hoods, old and young, especially in view of having guns to kill the old dogs. We passed through ice containing several families in the early part of the day.

The Stephano leading our fleet, following leads of water which carrier us to all parts of the compass. Wind W.S.W., strong, which caused the leads of water. Florizel and her associates apparently jammed; we passed out of sight about 2 p.m. At night fall supposed to be thirty miles East of Grois Island. The ocean one solid mass, not a drop of water visible. The four ships in our fleet. Again berthed together almost side by side for another night.

Word from Fogo assures us that inside ships still unable to get North. Not a wave of sea, the ocean one solid mass of heavy ice. Impossible to make headway by butting; can only follow leads and cracks if such occur occasionally.

Crew Enjoy Themselves

Crew happy—enjoyed their fresh beef and figgy pudding for dinner; fish and brewse for breakfast was excellent. For tea they had soft bread and canned beef. Men in hold singing hymns all day. Some held free and easy Methodist service after tea, which went off just as though they were in a church building. The order was perfect.

Captain thinks we are about thirty miles from seals. Too bad other three ships should have been nipped and thereby delayed. Beothic lost blade of propeller.

March 16th.—The four ships in our company started together. Ice close, and a solid field. A few lakes of water

which ships tried to follow. Did not make much progress. At night fall about twenty miles East of Grois Island.

Close Together

The four ships spent the night close together, the Beothic being a very close neighbour. The Stephano was leading most of the day. Some of the ships gave considerable trouble owing to keeping too close to the sterns of the leading ships, which made insufficient space for backing when hard knots are encountered.

Some of the ships barely escaped being damaged to-day owing to this incessant practice which is anything but desirable or satisfactory.

Reports state ships inside still jammed, and the balance of the steel fleet with the Sagona about ten miles North of Fogo. A splendid day.

March 17th.—The four ships started early but found ice rafting and very tight. It took all day up to 3 p.m. to get clear of a sheet across which lay a lake of water. The Bellaventure got across our bow.

Bothered Each Other

The four ships were working almost within a space of two hundred feet side by side. We had to go astern to allow the Stephano to come astern and by so doing our ship got nipped in a rafter. The other ships escaped the rafter but the three of them also became immovable. It took us until 6 p.m. to get clear of the position we were forced into owing to the Bellaventure getting in our way.

The other three ships went on West about eight or ten miles. We followed and at 8 p.m. when we had to "burn down," the other ships were a mile or two distant also "burned down."

It was too risky to venture further into field ice in the dark as it might mean being nipped in a heavy sheet, so the Captain wisely decided to "burn down" in a lake of water and await tomorrow morning's developments.

The day was an ideal one. Not cold, but clear, and very moderate. This is our fifth night at sea, and each night has found the ships "burned down" and others of our fleet in close proximity. We took a couple of good photos when the ships were jammed to-day as the crews were mostly engaged in attempt

ing to do what was possible to set them free.

Crew Worked Well

Our crew worked well and but for blowing up the ice to the windward of the ship it would have been impossible to proceed.

Our ship is out of trim being too much by the stern and all on board who sailed in her last spring say she is not near as good in heavy ice as she was then.

Complaints reached me last night from the Beothic, Stephano and Bellaventure about food.

The Stephano did not supply brewse as bl law provided. Neither did the Bellaventure, and in addition the Bellaventure did not supply fresh beef on Sunday. The same complaint is made of the Beothic.

I Marooned the owners and trust their action will remove all grounds for future complaint; if not, owners and masters are responsible for the breaches of the law and may be sued before the courts.

The crew of the Nascope are quite satisfied with the food which is fully up to the requirements of the new sealing law.

Did Good Work

March 18th.—The Stephano, Beothic and Bellaventure were a few miles ahead in the morning but the Nascope was not asleep. Soon Grois Island appeared out of the fog which prevailed. We sighted the three aforementioned ships and all raced for Cape Bauld in open water along the Treaty Shore. Captain Barbour decided to cut off South of Belle Isle as the ice appeared heavy. Soon the hull of other ships in our fleet appeared heading South having gone as far as Cape Bauld and receiving information.

We were now seven or eight miles ahead, leading to the East. The other ships had some difficulty in getting through. At 3 p.m. we ran into the patch of white coats when about ten miles South of Belle Isle. The patch seemed to run North and South and the young seals looked large. It was our first sight of the white coats and everybody on board was intensely excited.

All Stood Ready

The men all stood by with gafts and hauling ropes ready to jump. We passed through this streak of seals which no doubt came South West of Belle Isle.

On and on the Nascope went to the East. The other ships apparently were steaming about South East and were about seven or eight miles further South than the Nascope.

About 5 p.m. we ran into quite a

patch and the ship was stopped and all hands ordered on the ice for a tow of seals; all returned by dark, some with a few, and two and most all with three.

The slaughter had begun and in about an hour five hundred young seals were on board. I weighed quite a number and they averaged fifty-four pounds. One weighed seventy-five pounds. They were indeed a prime lot of seals.

The ship then proceeded East and "burned down" about 8 p.m. with white coats crying in all directions.

Impressive Sounds

The crying of a herd of white coats is something not easily to be forgotten. It resembles the cry of a thousand sea gulls when disturbed. It is a pitiable cry and it seems hard to slaughter those innocents. They are so purely white in appearance and so harmless. Just a tap on the nose with a gaff ends their life instantaneously. They are so round and fat.

They realize their danger. The old race about the ice in all directions tossing their heads erect, spurling into their blowing holes, then with a splurge they throw themselves once again on the ice and rush towards their crying babes. Some of them stand by their young and lose their lives in protecting their babes who are constantly crying to their mothers.

Knows Its Own

Each mother seal knows the cry of its young just as well as a human mother would. Very few dog harps are taken for they always make off and escape in the blowing holes or in rents in the ice.

We found the whelping ice all broken up owing to having come in contact with Belle Island.

There was not a wag of sea. We took the first seals about twenty miles S.E. of Belle Island.

The Stephano and Beothic struck the patch about seven miles South of us. Learning we had struck the seals fairly plentiful, they steamed towards us and when we "burned down," we were not more than two miles from the Stephano and Beothic.

March 19.—All were moving at 4.30 a.m. At five the ships steamed out further Eastern and placed the different watches on the ice; one watch mixed with men from the Stephano and the Stephano's flags were mixed with the Nascope's at one section.

The men cleaned up the seals where they had been placed. The ship kept picking up the seals and replacing the men. This continued all day. My chum—C. Bryant—and myself went on the ice with the men after dinner and

although the seals were not plentiful and were cleaned up within two hours, Bryant killed, skinned and piled fourteen, and I had nine for myself. It was an experience to kill those little innocents pleading so pitifully for their lives, and the sculping of them was even more sadder. Their bodies are filled with blood. I should say they contain fully sixteen pints of blood.

I examined some hundreds of them during the day and the result of my investigations showed that about twenty-five per cent. only were female. They had subsided from birth entirely upon their mother's milk and their stomachs contained a large quantity of milk. I examined scores of the stomachs of the mother seals and found all without a particle of food and many of the stomachs contained large numbers of small worms. Many of the udders of the mother seals contained no milk. They appeared to be drying up the milk supply. I doubt whether any of the prime full grown white coats would be nursed another three days by the mothers.

(To be continued)

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Gent's Velour Felt Hats, in shades of Green, Mouse and Mole, very stylish, **\$1.50.**

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Gentlemen,— I have bought hundreds of Mattresses during my time for hotel business both in Canada and other places and I can honestly assure you that I have never used anything so good as the Mattresses you supplied us with some time ago.

(Signed), J. WALLACE WHITE, Adjutant S. Army.

POPE'S Mattresses have stood the test for years.

How the Navy Cares for the Health of the Sailors Who Man Our Battleships While They Are At Sea.

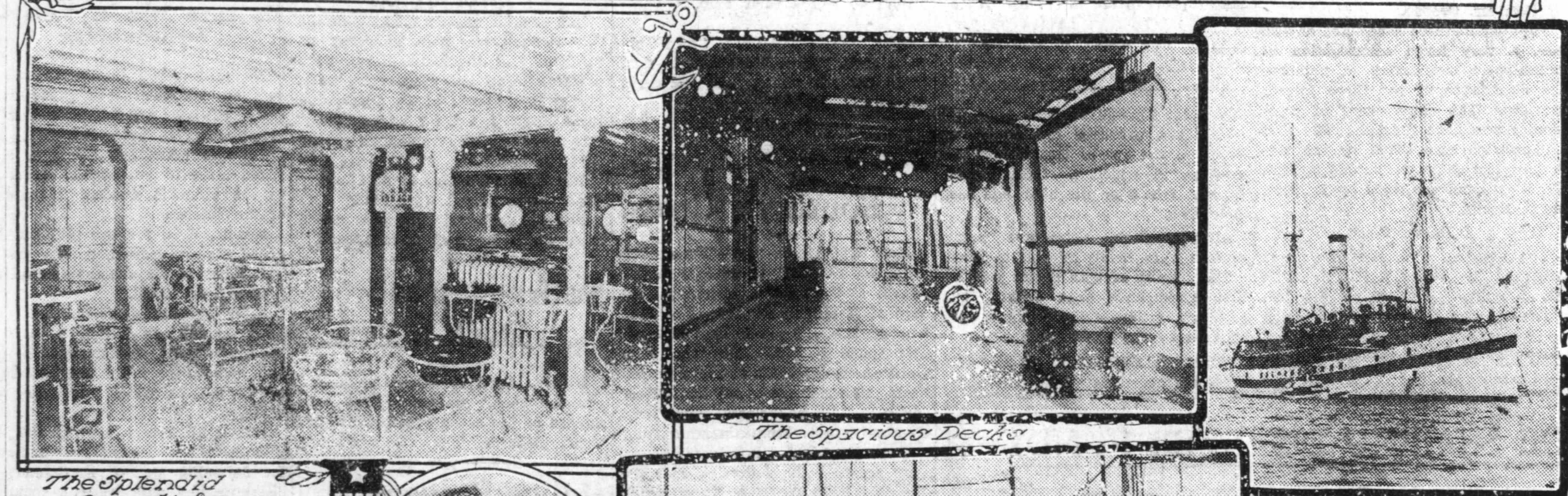
It is said that "Republics are ungrateful," but this adage is certainly inapplicable and untrue as respects the rewards and treatment of the sailor boys who man our battleships. Their pay is far more remunerative than what is received in other countries for similar services, their food and clothing of a greater quantity and higher quality, and the comforts and conveniences they enjoy exceed even those accorded to many of the commissioned officers of other nations.

His health, too, is more carefully guarded than that of the sailors of foreign lands, for Uncle Sam's care of the bodily ailments of his defenders is above reproach of even the most ardent muckraker. In case of illness the United States sailor receives medical attention and hospital nursing equal to that of our best hospitals and free of charge. All the battleships have hospital wards, presided over by surgeons of marked ability. An illness of any sort may be treated there and even the most delicate operation performed, but the Government has gone even farther in the care of the health of its men by providing aside from the many Navy Hospitals on shore a complete floating hospital, where every imaginable disease can be given special care, and where operations can be performed while the floating hospital moves along with the fleet. This ship bears the appropriate name of "Solace," and is one of the few hospital ships in the world, and certainly the best equipped one.

How The Ship Was Named. When the United States declared war against Spain they found that an ambulance ship was necessary, and after looking about for some time for a vessel suitable for this purpose they acquired the "Creole" of the Cromwell Line, and during that war she did valuable service. After the ship had been fitted up and commissioned it was decided that "Creole" was scarcely the proper name for the craft, but in the excitement of those days no one could think of a suitable name. Finally, Miss Long, daughter of John D. Long, who was at that time Secretary of the Navy, sent the word "Solace" to her father from Baltimore, where she was studying to be a trained nurse. The name was accepted as most appropriate and the vessel rechristened with this name which she still bears.

In 1909 the ambulance ship was entirely remodelled, and refitted, and converted into an up-to-date floating hospital. Then came the quarrel between President Roosevelt and Rear Admiral Brownson as to whether of

THE NAVY'S FLOATING HOSPITAL



The Splendid Operating Room

The Operatory Deck

The U.S. Hospital Ship "Solace"



Medical Inspector Luther Von Wedekind, Commander-in-Chief of the "Solace"

Some of the Patients on Deck

not she should be under the command of a naval officer or whether the surgeon in charge should have absolute power as to where she should anchor, etc. The disagreement ended by Rear Admiral Brownson's retirement from active service and a decision that the "Solace" should be sent out under the Merchant Service rules and amenable only to the maritime laws of the United States. The ship's complement is a Master (Civilian) as navigating officer, deck officers, engineers, clerks, electrician, wireless operator, quartermasters, oilers, seamen, firemen, stewards, etc.—in all, about the usual number in service on a merchantman. The medical department is under the command of Medical Inspector Luther von Wedekind, of the United States Navy, a man well known in the medical world. Three surgeons, two past assistant surgeons, one assistant dental surgeon, one pharmacist, seven hospital stewards and forty-eight hospital apprentices complete the medical and hospital staff. The total number of officers and men of all grades and classes carried on the "repair ship of the personnel," as the "Solace" is fittingly termed, is one hundred and fifty-three.

The ship itself, although small as compared with our newest dreadnaughts, is a fair sized vessel, being three hundred and sixty-one feet long, with a forty-four foot beam, and draft of twenty-two feet. Her displacement is five thousand, seven hundred tons. Since the addition of bilge and bilge keels she has been made a most comfortable ship. Her speed is twelve knots. Her appearance is rather

striking, as she is pure white, with a stripe running from bow to stern. The Hague Convention of 1907 is responsible for this distinguishing mark for Government-owned hospital ships. At the same Convention it was decided that a red band should be placed upon hospital ships fitted out by individuals or societies. A Red Cross flag always flies from the mainmast of the "Solace."

Capacity For Large Nurseries

The ship has a hospital capacity for two hundred and thirty-four enlisted men and nine officers, but in case of emergency more could be accommodated by the use of hammocks and cots. In time of war the "Solace" would, of course, prove invaluable. Hospital transports would then have to be used and the Medical Reserve Corps placed in charge of them. These hospital ships would pass across the vessels of the fleet

immediately after the battleships had been in action and take the wounded to the hospital ship or to the base hospital. A new arrangement includes continuous care of the wounded by the same surgeons instead of the old plan of passing them from group to group. The same physician through an entire illness of any sort is far more satisfactory than the continued changing, and this seems to offer a satisfactory solution of the difficult problem of caring for the wounded in naval warfare.

The "Solace" has several isolation wards where contagious diseases are treated. One of these is for the treatment of sailors who are found to be suffering with tuberculosis. These men are attended there until they are in condition to be sent to the navy tuberculosis hospital in Colorado. In pleasant weather tents are set up on deck for white plague victims and cots so arranged that they may have the benefit of all the fresh air possible.

There is also a ward for diseases of children, as the young recruits are frequently attacked by such maladies as measles, mumps and even chicken-pox.

Solace, An Education in Hospital Work.

A visit to the "Solace" is an education along hospital lines, for here on the ship is to be found every instrument, every drug and every article needed in hospital work. The operating room is much larger than that of the average land hospital and almost every kind of operating known to medical science has been done there. Appendicitis cases are frequent, and several times in acute cases this operation has been performed while the ship was moving with the fleet. During the writer's visit to the ship the room was being put in order after an operation on a man whose back was broken. The man had fallen from a mast. Broken legs or arms are not uncommon, nor are pneumonia and

An Intimate Story of Life On Board the Solace, the Navy's Floating Hospital - Amusement Not Forgotten.

is on board where tests and examinations of cultures are carried on. The amusement of the patient is not forgotten, as there is a large library of fiction and miscellaneous works. These books are on open shelves and may be used by the patients at any time. The men appreciate this and take the greatest care of the books. Almost any fine day a dozen or more convalescents may be seen sitting on the broad decks of the "Solace" reading the latest fiction or travel stories. They all agree that the treatment they receive could not be improved upon. "The surgeons do their best for us," said one young man who was recovering from a fall, "and the stewards are mighty fine fellows. I was helped for a long time, and I know I was most contrary, but the stewards never seemed to notice it, and they handled me so gently—and Doctor von Wedekind, he is the best ever. See that steward over there?" he continued. "Well, he beats a female nurse for fixing you up so you can rest." All over the ship it was the same—every man was delighted with his treatment. "They even keep your teeth in order," said another. "Me to work for Uncle Sam all the time," he continued, as he lighted his pipe and strolled down the deck.

Surgeons Called by Signals.

The physicians of the different battleships make frequent visits to the "Solace" to talk over the condition of the patients who have been sent from their ships. Many times they are invited by signal to come to the hospital ship to witness certain operations or to see cases of special interest, and sometimes very important medical meetings are held to discuss new methods of treating certain kinds of diseases. One look at the store-room with its bandages and its drugs is enough to convince the visitor that the physicians would not run short of necessary articles even in case of war for a very long time. This room is a sort of medical store for the other ships of the fleet.

Like all Navy vessels, the "Solace" has a mascot, and Bobby, a goat, is the pet of the men and an important member of the ship's company. In a company of persons so large as the personnel of the Atlantic Fleet in the natural course of Nature deaths will occur. The "Solace" is prepared for this, as there is a refrigerating morgue hidden away beneath decks. In this morgue the remains of any of the men of the fleet who may die on a cruise are received, embalmed and placed in metal lined caskets, and on request shipped to their next kin at the expense of the Government.