

M!
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nds meet. If

MUSLINS.
st showing of Muslins,
etc., that has ever been
prices to suit everybody.

MUM MATS.
eft. Come early and get
gone, 18 x 36.
20c. each.

Underclothing.
rs for Men's and Boys'
Drawers. Our stock at
ry low, only 15 dozen on
80c. per garment.

**MILITARY
SERVICE ACT,
1918.**

EVERY MAN in Class 1, that is a
unmarried man between the ages of
19 and 25 inclusive, must report to the
Registrar at the Militia Building, St.
John's, on forms provided, before the
24th day of May, 1918, or send an ap-
plication for exemption.
Report and Application can be sent
through the Post Office or may be
made personally at the Militia Build-
ing to the Registrar.
Claims for exemption must be made
on the following grounds:
(a) That it is expedient in the na-
tional interest that the appli-
cant should, instead of being
employed in military service, be
engaged otherwise.
(b) That he has one or two brothers
and one of them is serving or
has served in His Majesty's
Naval or Military Forces during
the present war.
(c) That he has three or more brothers
and two of them are serving or
has served in His Majesty's
Naval or Military Forces during
the war.
(d) That he has persons mainly de-
pendent upon him for support,
such as parents, brothers or
sisters and
(e) Ill health or infirmity.
EXEMPTION APPLICATIONS
may be made to the Tribunal in St.
John's through the Registrar and out-
side St. John's direct to the Commis-
sioners (magistrates) appointed by
the Tribunal. Commissioners have
power to grant exemptions subject to
confirmation by the Tribunal on
grounds (b), (c), (d), and in cases
where a man is so obviously infirm as
to be unfit for military service. Appli-
cations for exemption may be made
by the

MAN SEEKING EXEMPTION
or on his behalf by his employer, or
business partner or near relative.
Application forms will be found at
all Post Offices as soon as they can be
printed and hurried there by mail.

REPORTS
will also be found at all Post Offices.
When Report is filled out hand to the
Postmaster or Clerk and get a receipt.
Any man in the class called up failing
to report is subject to a penalty of
five years.

IMPRISONMENT.
All who have received

REJECTION BADGES
must fill out Report for Service form
and send same through Post Office or
deliver at Militia Building to Regis-
trar or make application to Tribunal
in St. John's or to Commissioners
(magistrates) in outposts for exemp-
tion.

TRIBUNAL
sits daily in the Supreme Court Cham-
bers, St. John's, and the Commis-
sioners outside St. John's at the most con-
venient centres.

Issued by Military Service Board.
may 21, 1918.

Grove Hill Bulletin
THIS WEEK.
READY ON THE 20TH.
Cabbage Plants: Early, Medium
and Late. Price, \$1.00 a
hundred.
Cauliflower Plants: Early, Me-
dium and Late. Price, \$1.50
a hundred.
TERMS: STRICTLY CASH.
No Outpost orders shipped with-
out remittance.
J. McNEIL.
"PHONE 247.
Wat-ford Bridge Road.

MINARD'S LINIMENT CURES GLEET.
GET IN COWS.



PAJAMAS

MEN'S FLANNEL PYJAMAS . . . \$2.05 to \$7.75
MEN'S COTTON PYJAMAS . . . \$2.00 to \$3.65
FLANNELLE NIGHTROBES . . . \$1.05 to \$1.75
WHITE CAMBRIC NIGHTROBES . . . only \$1.55 each
PORESKINT UNDERWEAR only . . . 85c. each
BALBRIGGAN UNDERWEAR . . . 46c. to 85c.
SUMMER WOOL UNDERWEAR . . . \$1.10 to \$2.50
MEN'S SILK SOCKS . . . \$1.25 to \$1.65 pair
(In all the new shades.)
MEN'S Lisle SOCKS . . . 55c. to 75c.
Black, Palm Beach, Navy, White, Green, Gun Metal
and Tan.
BOYS' SUMMER UNDERWEAR . . . 45c. to 75c. garment
(Sizes 26-34; knee pants.)

This Week's Showroom Specials

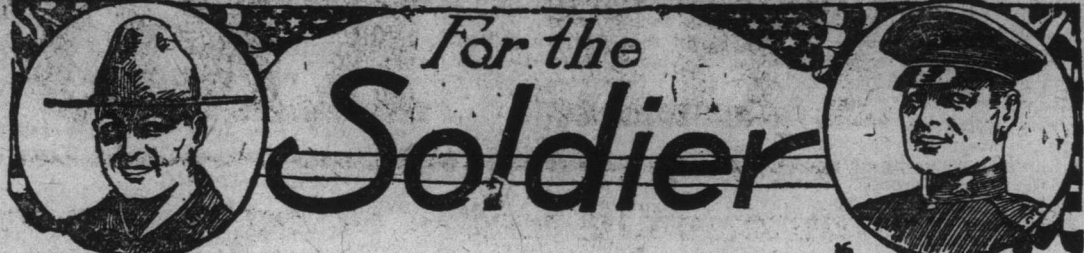
600 Muslin & Voile Blouses, 75c. to \$3.40,
White, Embroidered and Colored, Striped.

Complete range of sizes, 34 to 50, all of which are selling
much under to-day's value.

Middy Waists and Smocks, 85c. to \$4.30,
The widest range of the kind we ever have
shown, at prices to suit all purses.

See Windows.

We are now opening a New Shipment of LADIES' AMERICAN
COATS and COSTUMES from Chicago's Leading Costumiers.



SECURITY BELTS, \$1.00.

Khaki Rubber Belt of pouches,
worn round the waist inside the
clothing to conceal and keep dry any
valuables he may carry into the firing
line. No American soldier leaves for
overseas without them. Why not en-
close one in the next parcel you send
our Royal Nfld. Regiment.

TRENCH MIRRORS, 60c. to 70c. ea.

Highly polished steel; non-rust-
able, non-breakable.

COMFORT KITS, 50c. to \$1.95 each.

Khaki Rubber Travelling Cases,
capable of holding his complete out-
fit of toilet requisites.

BISHOP, S. & CO., Ltd.

PHONE 484.

P. O. BOX 920, ST. JOHN'S.

Ladies' Fine Footwear!

New Styles Now Showing!

High Cut Laced Gun Metal,
Low Heel, \$4.00 pair.



HIGH CUT GUN METAL LACED.

Louis Heel, toe cap, \$5.50 pr.

HIGH CUT DULL KID LACED.

12 in. leg, plain toe, Louis heel,
\$8.00 pair.

HIGH CUT GREY VICI KID.

High heel, plain toe, \$7.00 & \$7.50.



SOFT GUN METAL LACED.

Princess Louise, plain toe, Louis or
Military heel, \$5.50 pair.

GUN METAL LACED.

Black cloth tops, military heel,
plain toe, \$5.00 pair.

VICI KID LACED.

White duck top, Louis heel,
\$5.50 pair.

Strap Shoes and Oxfords!

Kid Two Strap Shoes,
\$2.10, \$2.25 and \$3.50 pair.

Kid Three Strap Shoes,
\$3.00 pair.

Gun Metal Two Strap
Shoes, \$3.50 & \$4.50 pair.

Patent Two Strap Shoes,
\$3.50 & \$4.50 pair.

Kid Oxfords, \$2.50 & \$3.50.

Gun Metal Oxfords, Prin-
cess Louise, \$4.50.

Cushion Soles Comfort Kid
Oxfords, \$3.00 & 4.00 pr.

White Footwear!

White Duck Two Strap
Shoes, \$1.50, \$1.75.

White Duck Pumps, \$2.00.

White Duck High Laced,
\$2.75.

White Nu Buck High Laced.

White Poplin Top, \$5.50.

STEER Brothers.



BLACK
WHITE
TAN
10¢.

211 SHOE POLISHES

Preserve the leather and make your shoes wear longer.
They contain no acid and will not crack the leather.
Easiest to use and their shine lasts longer.
THE F. F. DALLEY CO., LTD. Buffalo, N. Y.

Florizel Enquiry.

(Continued from 2nd page.)

the heavy sea running all day Sunday
such attempts, however determined
and courageous, were fore-doomed to
failure.

Mr. Marshall, Gunner, H.M.S. Briton,
on apparently succeeded in throwing
a rocket line near the ship or across
her bows, but it was difficult for the
survivors on the wreck to see this and
impossible for them to secure it.

It is fortunate that the attempt did
not succeed. Otherwise it is almost
certain that lives would have been
lost in an attempt at rescue by this
means whereas eventually all the sur-
vivors were taken off and landed at
St. John's. Seventy-eight passengers
sailed on the Florizel of whom sixty-
one lost their lives in the disaster.
The Captain, Officers and crew num-
bered fifty-nine of whom thirty-two
were lost.

It now remains to be considered
whether the casualty was caused by
the wrongful act or default of the
Master, mates or engineers of the
ship.

As far as the mates and engineers
are concerned they may be exoner-
ated without comment. The Captain is
wholly responsible for the conduct of
the voyage. Indeed he has never made
the slightest attempt to evade it
or to implicate any of his officers.

Before proceeding further it will be
desirable to deal shortly with the
question of currents respecting which
a great deal was said in argument by
Counsel on both sides. The Captain
himself was utterly unable to explain
why the accident occurred. The only
thing he could think was that some
current which he knew nothing what-
ever about was running from the
South and his Counsel in argument
found it necessary to attribute to it
or some other current a velocity of 2
or 2½ knots in order to account for
the position of the ship at the time of
stranding.

It is unnecessary to consider the
existence of any very exceptional cur-
rent. The strong but at times ir-
regular current known as the Polar
or Arctic Current which flows past
this Coast from Cape Spear to Cape
Race is well known to navigators. It
sets very constantly southward but
it is not unusual for it to be so
disturbed as to set across its ordinary
direction or to be reversed on its sur-
face. The Newfoundland and Labra-
dor Pilot published under the author-
ity of the Lord Commissioners of the
Admiralty states that when such dis-
turbance occurs it is usually for a
short time immediately before a gale
comes on. A clear warning is print-
ed on Admiralty charts which include
this Section that "the ordinary set of
the current over the Great Bank and
between it and Newfoundland is to
the South West but North Easterly
currents are by no means rare." Cap-
tain Martin stated in evidence that
the only current he had ever experi-
enced was the Southwesterly current
which he always felt between Cape
Spear and Cape Race. He found it
strongest with a N.E. wind. Its great-
est velocity according to his observa-
tions would be from 1½ to 2 knots
per hour but ordinarily it was one
knot or a little more. It is stated in
works relating to the subject that the
greatest observed velocity when the
current flows on its usual course is
1.10 and 1.15 knots per hour, but I
think that the observations from
which these figures were deduced
were not taken during the winter
season. The Captain had never
known it to set in any other than a
Southwesterly direction although he
had heard of it doing so from fish-
men belonging to the Coast.

It must be taken that Captain Mar-
tin knew of the disturbances to which
this current was liable and there is
no doubt he did. If he did not he

should have been acquainted with the
subject. He states that he never
made any allowance for the current
at all leaving St. John's. He always
reckoned it was with him going to-
wards Cape Race and that it could
therefore only make his position more
secure. It was argued on his behalf
that he had no means on the last
voyage of knowing how the current
was setting, which is true, and that
he was either justified or could not be
blamed for ignoring the fact that it
sometimes flowed in other directions
than Southwesterly. The argument
cannot by any means be accepted.
If navigators persistently ignore the
fact that disturbances of the Polar
Currents are "by no means rare" cas-
ualties are pretty certain to result
sooner or later even to ships leaving
this port to round Cape Race unless
indeed courses are steered so far off
the land as to render it quite impos-
sible for any known alteration of the
current to place the ship in peril.

It was of course impracticable to
obtain positive evidence that the Pol-
ar current had reversed on the night
of February 23rd-24th last, but I have
no hesitation in inferring it as a fact
from the circumstances surrounding
the case. Unless this inference is
drawn it is impossible to account for
the position of the Florizel when she
stranded.

It must be clearly understood, how-
ever, that notwithstanding the above
comment, the Captain's failure to al-
low for a reversed current is not one
of the reasons for the decision here-
after given. The decision is based on
facts which have been clearly
proved or admitted and not on in-
ferences however irresistible the lat-
ter may appear to be.

I am of opinion that the Master was
in default in not verifying his posi-
tion by sounding before changing his
course from S.S.W. to W.S.W. at 4.00
a.m. or if he could not have done so
before changing, in not reducing
speed and verifying his position by
constantly sounding after changing.
In this case if no other means were
available he could have waited until
daylight, if necessary, to ascertain
his position. In very thick weather
daylight might have helped him but
little. On this occasion, however, it
would have disclosed to him his
whereabouts and every case must be
judged by its own circumstances and
the measures for safety presently
available. The casualty is attribut-
able to the Master's default in not
taking these precautions. He felt
absolutely confident of the safety of
his position at 4.00 a.m. and thought
that it was quite prudent to change
the course to W.S.W. and subsequent-
ly to W. by S. but the wind and sea
experienced the fact that there was no
means of ascertaining the speed of
the ship except by the very uncer-
tain and inaccurate method of esti-
mating it by the eye as she passed
through the water and the well-
known variability of the current
which have suggested to him the ab-
solute necessity of taking the precau-
tions already mentioned.

Considering the magnitude of the
disaster—the loss of life and property
involved—the Master's Certificate is
suspended for 21 months, but in view
of his good record and his general
care and attention to duty we think
he should be allowed a Chief Mate's
Interim Certificate for the time of
suspension. The Attorney General
desired the opinion of the Court on
the questions below. For the sake
of convenient reference the answers
follow each question. It should be
stated that at the termination of the
hearing Mr. Dunfield agreed that only
a plain affirmative answer would be
necessary to questions 1, 2, 21 and 24.
Quest. 1. Whether at the time she
left St. John's on the 23rd February,
1918, the "Florizel" was in good or-
der and seaworthy condition, and suf-
ficiently manned?
Ans. 1. Yes.

Quest. 2. Whether at the said time
her equipment of navigating, life-sav-
ing and other instruments and appli-
ances was sufficient and in good or-
der?
Ans. 2. Yes.

Quest. 3. Whether safe and proper
courses were set and steered after
leaving the Narrows of St. John's Har-
bour?
Ans. 3. (a) The course from a po-
sition off Cape Spear at 3.30 p.m. till
midnight was set and steered more or
less close to the shore but in view of
the fact that this did not materially
contribute towards the casualty no
further comment is necessary.

(b) The course of S.S.W. set at
midnight and steered till 4 a.m. was
a good and safe one.
(c) The course of W.S.W. and sub-
sequently W. by S. steered after 4 a.m.
was dangerous and improper in view
of the fact that the position of the
ship was not accurately known and
that she was proceeding at full speed
and without a constant use of the
lead.

Quest. 4. Whether due and proper
allowance was made for the effect of
wind in checking the ship's way or
causing leeway?
Ans. 4. Due allowance for leeway
does not appear to have been made
after midnight.

Quest. 5. Whether due and proper
allowance was made for the effect of
sloeb ice in checking the ship's way
or causing leeway?
Ans. 5. There is no evidence to
show that the sloeb ice encountered
was sufficient to affect the ship in any
way.

Quest. 6. Whether due and proper
allowance was made for the effect of
tide and currents in checking the
ship's way or causing leeway?
Ans. 6. Same answer as No. 4.

Quest. 7. Whether due and proper
allowance was made for the effect of
the ship's position on that night was
retarded by a northeasterly current
or not, but in view of the extrordi-
narily low speed which she must nec-
essarily have gone over the ground,
to account for her position on the
rocks, it is reasonable to conjecture
that such a current was running. No
allowance for current was made by
the Captain.

Quest. 8. Whether the engines
were in good order and working
satisfactorily?
Ans. 8 and 9. Evidence of Engineers
goes to prove that the boilers and en-
gines were in good order and working
satisfactorily, but no satisfactory ex-
planation of the fact that the engines
stopped at 4.30 a.m. and that the ship
lost speed instead of the regular
full speed rate, has been given.

Quest. 10. Whether the distances run
by the ship were correctly estimated
and whether every possible effort
was made from time to time to ascer-
tain and verify her position, especial-
ly at the times when the Master gave
orders to alter the course at 12 mid-
night (Feb. 23-24) and at 4 a.m. Feb.
24th)?
Ans. 10. The ship's position when
she grounded proves conclusively
that the distances run were not cor-
rectly estimated. The steps taken to
ascertain and verify the ship's posi-
tion were fairly satisfactory up to 4 o'-
clock, when the lead should have been
in constant and regular use till the
position of the ship was definitely
and accurately known.

Quest. 11. Whether the lead or
sounding machine was used between
midnight (Feb. 23-24) and 4 a.m.
(Feb. 24) and if not, whether its ne-
glect was justifiable?
Ans. 11. Yes.

Quest. 12. Whether the lead or
sounding machine should have been
used more frequently (b) The Mas-
ter appears to have put some reli-
ance on the sounding at 4.30 a.m. but
he should not have done so as no
tube was used and no sufficiently ex-

T. J. EDENS.

By Rail to-day, May 27th:
1,000 5 lb. Boxes
NEW ENGLAND CONFECTION-
ERY CO'S. CANDIES:

Sigmet Chocolates,
Royal Chocolates,
Acme Mixture,
Cocoanut Caramels,
Turkish Gum Drops,
Smooth Almonds.

AMBROSE JAMES'

No. 1 Salmon,

In Tins.

FIDELITY HAMS.

TABLE MEAL—Yellow.

(3 lb. ctns., 7 lb. sacks,
100 lb. sacks)

COFFEE EXTRACT in Btts.

KRAFT'S CHEESE, ¼ lb. tins.

IMPERIAL CHEESE, ¾ lb. ctns.

POTATO FLOUR.

LIBBY'S TOMATOES, 30 lb. tin, 30c.

ROLLED OATS, 8c. lb.

HAYSEED, finest, 13c. lb.

EDDY'S MATCHES, 1gc. box, 6c.

Fresh

Country Eggs,

by Rail to-day.

BLUE BELL METAL POLISH

ADAMS' FLOOR POLISH

ADAMS' FURNITURE POLISH

T. J. EDENS,

Duckworth St. and Rawlin's

Cross.

perienced and reliable person was in
charge of the sounding machine at
the time. The depth of 45 fathoms
which the Master deduced from the
sounding should have caused him to
immediately get another cast and
continue the use of the lead till cer-
tain of his position.
(To be continued.)

NOTICE. — Correspondents

are requested to accompany
contributions with their REAL
NAMES, not necessarily for
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of good faith. The editor re-
fuses to accept any matter un-
less this rule is adhered to.



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of the Boys
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