

Evening Telegram

W. J. HERDER, - - - Proprietor

WEDNESDAY, March 6, 1918.

Let It be Thorough.



The matter of a most rigid and careful enquiry into the causes which led up to the loss of the S.S. Florizel, has been discussed far and wide, has been promulgated from pulp and press and it may be deemed superfluous to make any further reference to this subject until the Board has finished its work. It is but, however, our intention to-day, to state that we have the most implicit confidence in the gentlemen comprising the Marine Court of Enquiry, which was yesterday afternoon, for the first hearing of evidence bearing on the disaster. That their finding will be complete goes without saying, and without fear of contradiction we think that never before, perhaps, has a Board in this country, been constituted, whose members included such men of experience, as that of the present. We do not think, either, that a more capable Commission could possibly be found, and we hope that the Government in appointing or instituting an enquiry of larger scope and purpose, will not make any other selection, but if necessary will increase only the representation. The 'News' yesterday morning pointed to the possible loss of another ship, with all hands—a ship which it is alleged could not be underwritten for insurance, on either hull or cargo, in any British company. If this is so, then the very nature of the allegation demands investigation. Witnesses should be examined with a view to ascertaining condition of ship at time of sailing; particulars of cargo stowage; coal capacity for steaming and how disposed; reliability of engines and everything which will assist in determining as nearly as possible, the theory, if not the actual causes which brought about the loss. Too many of the vessels which have been purchased abroad during the past year, have proven to be not at all that they should be, and the case of this last one is no exception. We are altogether too easy going in our system of inspection. We permit ships to make transatlantic voyages which are unfit to sail across Cabot Strait. We legislate bills of fare for our seamen, but we seem to care a jot about our merchant sailors. They put to sea and never return, and their loss is forgotten in a few days, being treated merely as an incident common to maritime countries. Many marine disasters are undeniably brought about by the Act of God, but many others are undoubtedly the fault of man's carelessness or remissness to take proper measures to safeguard precious human life. That there will be much work for the present Commission to perform is indubitable, as should their authority be extended beyond the loss of the Florizel, which we hope and trust it will, it may mean a closer delving into certain of our methods with regard to ships and shipping and the development of better measures in the near future for the protection of the lives of our sailors.

NOTES AND COMMENTS.

Coincident with the arrival of Mr. Coaker to town, Ajax makes his reappearance in the Advocate. It is some few days since the public have been regaled with the literary pabulum served up by this correspondent, and during that period the Hon. W. F. was absent from the city. Does any one perceive the connection?

It is said that politicians in certain quarters are scared stiff over the response which is being made by the voters in all sections and districts to the request contained in the widely circulated petitions, calling upon Sir Robert Bond to lead a new party, and the avidity with which they are being signed by all classes.

The Canadian soldiers' vote appears to have upset the original returns from some of the Dominion consti-

tencies, last fall, and many who won seats on the home vote will now have to vacate them. This change about will increase the majority of the National Government to about 60, and practically means that all Canada, barring Quebec Province, favors Co-scription.

Calchas continues pouring oil on the troubled waters of Coakerism.

Note From Rev. Dr. G. J. Bond.

Editor Evening Telegram.

Sir,—The suggestion made by a correspondent in your columns that sealing steamers should bring back from the ice some of the carcasses of the seals their crews have killed and "sculptured" in order that these may be disposed of for food purposes, seems worthy at least of serious consideration. In these hard times, when the price of meat is so high that a great many people cannot afford to buy much of it, a supply of seal meat would be acceptable to thousands in this city, and it sold at a cheap rate, but would well repay the trouble of collecting and stowing it. In London, horse flesh is already on the market. In the United States, they are proposing the use of whale-flesh. Seal meat with us is a waste product of a great industry, annually produced in enormous quantities but hitherto absolutely untutilized. Yet, the flesh of the young harp and of the "bedlamers" harp is tender, wholesome and palatable. It seems a pity, to say the least of it, that thousands of tons of it should rot on the ice when thousands of human beings would be glad of it for food.

Faithfully yours,
GEO. J. BOND.

St. John's, March 6th, 1918.

Mails on the Florizel.

Enquiry at the Post Office elicited the information that the number of registered letters in the mails aboard the Florizel was 141, being divided as under:

Liverpool	20
Pay & Record Office	2
Boston	47
Toronto	11
Montreal	25
Halifax	13
Halifax Sydney	13
Way P. O.	10
North Sydney	3
	141

To date but two bags of mail have been recovered from the wreck, the first being a small one containing parcel post matter of 14 packages. The senders have been notified. The other contained some newspapers, reduced to pulp, a bundle of letters for Canada and 49 registered letters, each lot being in a separate bag, enclosed in the large one. The registers are for the Dominion of Canada, exclusive of Halifax and Sydney and Sydney Railway Post Office, and while greatly damaged, it is thought that most of them will be retrieved. So soon as this mail is sufficiently dry to handle, the senders will be notified. The P. M. G. has instructed the Postmaster at Caphayden to keep a careful watch for all mail matter that may come ashore. The Wreck Commissioner also has been on the look-out. In reply to a message from Dr. Robinson yesterday, Mr. McCarthy wired that the diver could not get to the mail room, and that the ship was covered with ice. The newspapers in the second bag saved the letters in the registered bag from being utterly soaked, but there is small expectation of any of the former becoming recognized.

Lecture.

In the Aula Maxima, St. Bonaventure's College, to-morrow evening, Dr. Campbell will deliver a Lecture on "Epidemic Diseases." The subject chosen by Dr. Campbell is of great interest to us at the present time and this, together with the worthy object for which the lecture is being given, should ensure a large attendance.

When you want Roast Beef, Roast Veal, Roast Mutton, Roast Pork, try ELLIS'.

"Florizel" Enquiry Commences.

Captain Martin and Chief Marconi Operator Give Evidence.

The Marine Enquiry into the loss of the S.S. Florizel and 94 of her passengers and crew, was held in the Tower Room of the Supreme Court yesterday afternoon, the sitting lasting from 3 to 6.30 o'clock.

Mr. J. P. Blackwood, K.C., presided, Captain McDermott, R.N., Captain English, Harbor Master and Captain Spracklin, Ship's Husband with the R. N. Co., being the assessors. The Crown was represented by Hon. Dr. Lloyd, Minister of Justice, and Mr. Brian Dunfield. Mr. H. A. Winter and Mr. W. R. Warren, K.C., acted for the owners, and Mr. Gibbs, K.C., for Captain Martin and officers.

Mr. Blackwood opened the enquiry by reading to those present his commission from His Excellency the Governor giving him authority to conduct the same. Mr. Dunfield pointed out that the object of the Crown was to find if proper precautions had been taken in regard to the safety of the Florizel and those on board previous to her sailing and after she had been wrecked, and to bring about such remedial measures as might be suggested, and if necessary make definite charges against those responsible. He submitted charts of the coast from Cape Race to Cape Bonaville also one showing the route from St. John's to Halifax together with a book of sailing instructions.

HEARING OF EVIDENCE.

Mr. R. T. McGrath, chief clerk of the Registrar of Shipping Department, on being examined by Mr. Dunfield, said: The steamship Florizel was registered at Liverpool. We have not the official document of her register, but we have the monthly shipping documents. She was built at Glasgow, Scotland, 1909, and is registered at Liverpool under No. 127957.

Hon. John Harvey, Managing Director of Harvey and Co., on being examined by Mr. Dunfield gave evidence as follows:—

We are the agents who deal with the cargo and passengers of the Florizel. We load and discharge the ship and book the passengers. I have the ship's manifest and passenger list of those who are supposed to have sailed (the same being submitted by Mr. Harvey). There were 48 first and 30 second class passengers on board. I cannot at present give an estimate of the value of the cargo.

Cross-examined by Mr. H. A. Winter.—Mr. Harvey said the ship was in excellent trim when she left, taking approximately 12,000 barrels, we generally reckon that she carries 17,000 barrels.

Mr. Eric Bowring, Managing Director of Bowring Bros. Ltd., examined by Mr. Dunfield, said: We are agents for the owners of the ship. I am familiar with the passenger accommodation of the ship.

Capt. Wm. Martin who commanded the ill-fated Florizel, was next called to give evidence and on being sworn was examined by Mr. Dunfield. He testified as follows: I commanded the Florizel when she was lost. She is 1880 tons nett. She is strongly built and is an ice-breaker. She is an unusually handy ship and easily steered, and is classed A1 at Lloyd's. She is considerably built above that standard. Her space is much closer than in ordinary A1 ships. The frames of the ship are very close in the bow. Her plating in the bow is 1 1/2 inches and extends above the water line. Her bow is vertically down to the water line where her stem cuts off sharply. When in dock the bow has to be supported by planks and is so constructed that on striking the ice she slides upon it. When loaded the Florizel is always trimmed by the stern and more especially at winter time. This is done to keep her propeller in the water when in a heavy sea. She is driven more easily than a ship with the ordinary shaped bow. I have not been in many steamboats. I have been master of the Florizel for about 3 1/2 years and mate for 2 years. She usually steams about 12 knots and is a good ship in emergency, behaving splendidly in fine or bad weather. We had all the instruments that ships should have, compasses, sextant, chronometer, patent log, patent lead, hand lead, etc. I have two compasses, one on the bridge and the other underneath. They are Kelvin's patent compasses of the largest kind. They were adjusted about 3 or 9 months ago. We used a Cherub log which was got at Bowring Bros. The revolutions of the log registers itself on a machine standing on the rail of the ship. I have used that type of a log ever since I have been attached to the ship and have found them to be the best. I have often tested the log we were then using and found it very reliable. When we want to get the depth of water we use the Kelvin sounding tubes. They can be used when the ship is going full speed. It takes from 3 to 5 minutes to take complete soundings according to the depth of the water, for instance in 20 fath-

I asked the 2nd Engineer what he thought she was doing. He said 6 or 7. I gave her six and so as to make sure I jotted down 5. I then changed her course to S. W. S. W. so as to get around Cape Race about 6 o'clock. About 4.30 a.m. the wind was S. E. and blowing a fair gale, we were then in clear water and I gave instructions to Quartermaster Gover to put the log over. He mistook what I said and cast the lead. He told me he got 90 fathoms of wire. I did not mean for him to cast the lead as I intended doing it at 5 o'clock. I then consulted the chart and found that we were very near Cape Ballard Bank when I altered the course to W. by S. Between 4.30 and 4.45 the lead was cast. I don't know the exact time. She had run about 1 1/2 or 2 miles when I altered the course to W. by S. I reckoned we would be near Cape Ballard. The course I was steering should take me about 4 miles off the cape, when at 4.50 the Florizel struck that was about 15 minutes after I had altered the course.

OPERATOR CARTER'S EVIDENCE.

Cecil Sidney Carter, wireless operator, on being examined by Mr. Dunfield, said: I am a resident of New York. I was chief operator on the Florizel. Mr. Murphy was my assistant. We take turns at the instruments. Mr. Murphy was on duty at the time. I was in bed being off my watch for 3 hours. No messages were received relative to the storm after we left St. John's. We had government messages from Mount Pearl Station. I went off duty at 2 a.m. and I was in bed when the ship struck. I received a S.O.S. signal from my assistant by special wire from the Marconi cabin which indicated a serious accident. I dressed and went to the Marconi Room and sent out signal, S.O.S. Assistant got ship's position; he said it was near Cape Race. I kept sending S.O.S. calls. I listened for a few seconds but received no answer. I kept on transmitting for about 8 minutes. My apparatus was then in good condition as far as I could tell. I did not know if the aërials were working. I ceased on account of my batteries giving out. My main current was got from a dynamo in the engine room. I was getting from dynamo about 5 minutes. A big wave struck the house and I decided to get out of that. I came out of the cabin on to the deck. I hung on to the lee rail for about half an hour. One of the crew thought I would be safer in the Marconi Room, and on going there we found a couple of parties in there. The room gradually filled up. During Sunday we smashed the gear away in the Marconi Room. Two or three hours after it began to leak very badly. Had we been able to rig an aerial we could have communicated with Cape Race but on account of the floor being carried away and the place full of people and looking badly the apparatus could not be used. The gear is very susceptible to dampness. I was in a position to see over the weather side. I saw nothing till I saw the Prospero. Capt. Martin left the Marconi Room on several occasions but came back again. Captain Martin made preparations with sea-man Dooley to take a line ashore, but I don't know if they did. Capt. Martin reported that some of those in the Marconi Room could go forward but none would leave, as the seas were sweeping the deck. I was with the last to leave the ship.

Cross-examined by Mr. Gibbs, Carter said: Capt. Martin apparently had the intention of swimming ashore with the line. Capt. Martin said they might have a chance of securing a line on the forecastle head as the place where the lines were kept was under water. I don't know if there was any orders given to passengers.

Funerals Yesterday.

The funeral of the late John J. Connolly took place from his residence, Duckworth Street, yesterday afternoon. The mourners included representatives of the Benevolent Irish Society and the Knights of Columbus. At the Cathedral prayers for the dead were recited by Rev. Dr. Greene. The body was interred at Belvedere. The funeral of the late John Lambert, who was also a victim of the Florizel tragedy, took place yesterday afternoon from his residence, British Square, and was largely attended.

Seaman Lost.

The schr. Viola May, Capt. Pettie, arrived yesterday from a foreign port with her ensign at half mast, her bow westward, having been lost overboard on the passage across. So far as can be learned the unfortunate sailor went over during a storm, and the crew being engaged at the time in holding the riding sail dare not leave to attempt a rescue. The Viola May was 49 days on the run, during which time a succession of storms prevailed. The vessel has ballast only and is now anchored in the stream. Sunday afternoon she made Cape Race and on Monday sheltered at Cape Broyle, where she had a narrow escape from going ashore.

Under the distinguished patronage of His Excellency the Governor and Miss Harris, the ladies of the Cowan Mission will hold their annual entertainment on St. Patrick's afternoon in the Methodist College Hall. Particulars later.—mar6,21

McMurdo's Store News.

WEDNESDAY, March 6, '18.

Cream of Lilies is the very thing to counteract the effects of cold and cutting March winds, for which purpose it has been used for many years past. For this purpose Cream of Lilies has no superior as a soothing and healing application, and scarcely any equals. It is also excellent as an after shave for men, as it is neither sticky nor greasy, and doesn't show on the face. Price 30 cents a pot.

We have now a good stock of Ever Ready Safety Razor Blades available. Price 50c. a dozen.

Terra Novas Defeat Feildians.

Uncorking all the dashing and bewildering assortment of hockey tactics that has characterized their work in recent games, the Terra Novas defeated the Feildians in last night's patriotic hockey at the Prince's Rink by a score of 14 goals to 7. As the score would indicate there was only one team in the game and that was not the Feildians. However, they put up a good fast game and at times made things uncomfortable for their opponents. The game while fast was more of a scoring competition with R. Herder, Stick and Trappell high liners for the Terra Novas and White and Ewing for the Feildians. The Terra's played well at breaking up their opponents' combination and getting away with two new dashes found the Feildian back division easy. The first half, however, was not so bad ending as it did. In the second session Stick and R. Herder made some brilliant individual play scoring most every time they got away. Ewing, who was playing a star game as Feildian rover pulled off some splendid dashes and on three occasions was "too quick" for Charlie Quick who defended the Terra Novas' net.

Mr. W. J. Higgins acted as referee. Messrs. J. Vinnicombe, J. Coughlan and Max Churchill were time-keepers and the players were:

TERRA NOVAS	GOAL	FEILDIAHS
Quick	Point	Thomas
G. Herder	Cover	Wilson
Tobin	Rover	Jerrett
Stick	Left	Ewing
Trappell	Right	Bennett
Canning	Centre	Bugden
R. Herder		White

The goals were scored in the following order:

- (First Half.)
1. R. Herder (T.N.) 4 mins.
 2. Stick (T.N.) 6 mins.
 3. White (F.) 10 mins.
 4. White (F.) 14 mins.
 5. Ewing (F.) 15 mins.
 6. White (F.) 16 mins.
 7. Stick (T.N.) 18 mins.
 8. Stick (T.N.) 18 1/2 mins.
 9. Trappell (T.N.) 19 mins.
 10. R. Herder (T.N.) 20 mins.
 11. Stick (T.N.) 23 1/2 mins.

(Second Half.)

1. Ewing (F.) 1 minute.
2. Trappell (T.N.) 10 mins.
3. R. Herder (T.N.) 11 mins.
4. Trappell (T.N.) 12 mins.
5. Ewing (F.) 13 mins.
6. Stick (T.N.) 21 mins.
7. Stick (T.N.) 27 mins.
8. R. Herder (T.N.) 28 mins.
9. R. Herder (T.N.) 28 1/2 mins.
10. Ewing (F.) 29 mins.

The penalties were: Canning (T.N.) 2 mins.; Bugden (F.) 4 mins.; Wilson (F.) 2 mins.; Tobin (T.N.) 2 mins.; R. Herder (T.N.) 2 mins.; Tobin (T.N.) 4 mins.

Quick was not 'slow' in goal and played a star game.

R. Herder and Stick pulled off some good stuff for the T.N.'s.

White and Ewing excelled for the Feildians but lacked the support of their team.

The Feildians are now tail enders but nevertheless are true sports who play the game and deserve better luck.

Funerals Yesterday.

The funeral of the late John J. Connolly took place from his residence, Duckworth Street, yesterday afternoon. The mourners included representatives of the Benevolent Irish Society and the Knights of Columbus. At the Cathedral prayers for the dead were recited by Rev. Dr. Greene. The body was interred at Belvedere. The funeral of the late John Lambert, who was also a victim of the Florizel tragedy, took place yesterday afternoon from his residence, British Square, and was largely attended.

Seaman Lost.

The schr. Viola May, Capt. Pettie, arrived yesterday from a foreign port with her ensign at half mast, her bow westward, having been lost overboard on the passage across. So far as can be learned the unfortunate sailor went over during a storm, and the crew being engaged at the time in holding the riding sail dare not leave to attempt a rescue. The Viola May was 49 days on the run, during which time a succession of storms prevailed. The vessel has ballast only and is now anchored in the stream. Sunday afternoon she made Cape Race and on Monday sheltered at Cape Broyle, where she had a narrow escape from going ashore.

Under the distinguished patronage of His Excellency the Governor and Miss Harris, the ladies of the Cowan Mission will hold their annual entertainment on St. Patrick's afternoon in the Methodist College Hall. Particulars later.—mar6,21

LATEST

LONDON, To-Day.

John Redmond is dead.

A flash message from London dated to-day, states that John Redmond, the great Irish leader, is dead.

Awarded Distinguished Service Cross.

Word has been received that Martin Smith, R.N., has been awarded the Distinguished Service Cross for meritorious work performed while in command of a mine-sweeper in the North Sea. He visited the Admiralty in 1914. Mr. Smith (nee Miss Grace Cotton) is daughter of Mrs. S. E. Cotton, and sister of Mrs. Frank Carrall and Mrs. F. M. Ruggles of this city.

Victory War Bread Show.

In another column to-day will be found the rules for the exhibition of war bread etc., which the Food Control Board is proposing to bring off in the British Hall next Wednesday afternoon. It will be seen that the programme covers all classes of articles in the way of bread, cake, etc., generally used in the colony, and that an excellent opportunity is afforded to all housewives to display their skill in this branch of culinary art. Appropriate prizes are offered, and it is hoped that there will be a large number of competitors, and that the outcome will be such as to make it evident that the women of St. John's are whole-heartedly in the work of food economy for the winning of the war.

Here and There.

Open every night till 9.30. Stafford's Drug Store, Theatre Hill.—feb23,tf

NOTE OF THANKS.—Public thanks as promised, to the Almighty for the safe return of my dearest friend from the Florizel catastrophe.—sd,tl

Stafford's Drug Store, Theatre Hill, is open every night till 9.30.—feb23,tf

FROM THE WRECK.—The S.S. Ingraham returned from the scene of the wreck yesterday with Minister of Marine Store on board. Owing to stormy weather nothing could be done on Monday the Ingraham was obliged to shelter at Renews.

THE LAST GAME.—The last game in the second round of the Senior Hockey League will be played on Friday night. The contesting teams are the Feildians and Victorias. A win for the latter means that they will have to play off with the Terra Novas for the championship.

LECTURE: "EPIDEMIC DISEASES."

(Under the distinguished patronage of His Grace the Archbishop.)—Dr. Campbell has kindly consented to lecture on Thursday p.m., March 7th, at 8.15 o'clock in the Aula Maxima, St. Bonaventure's College, in aid of the Presentation Cent-vent Building Fund. Admission 20c.—mar6,11

DIED.

Lost on the S.S. Florizel, on February 24th, William J. Moore, son of Mr. J. W. Moore, of 100 St. John's, Commission Agent; leaving a wife, daughter, two sons (one on active service), mother and one sister. Body not recovered.

At Springdale, on Feb. 11th, Frederick Allan Clarke, aged 33 years, son of Mr. Geo. W. Clarke; leaving a wife and three children to mourn their loss.

This morning, at 3 o'clock after a long illness, William Seymour, leaving a wife, 2 sons and 2 daughters to mourn their loss. Funeral on Friday, at 2 p.m., from his late residence, Quidi Vidi.

Passed suddenly away this morning Timothy Hayes, second son of Mrs. and the late Patrick Hayes, aged 31 years. Funeral on Friday, at 2.30 p.m., from his late residence 10 Bond St.—mar6,11

DODD'S KIDNEY PILLS
BREMEN 1907
23 THE PROMENADE
MINARD'S LINIMENT CURES GAIT GET IN COWS

Why Doesn't Stop

ENGLISH CLERGYMAN PREACHES ON SUNDAY LED SOME CHRISTIAN

("The Silence and Inaction of God" dated to-day, states that a sermon preached at Nicolson Square, Edinburgh, by the Rev. Dr. H. M. M. Hughes, and published in the Methodist Recorder.)

"O God, keep not Thou silence: hold not Thy peace, and be not still, O God.—Psalm LXXXIII.

The Psalmist is protesting against the apparent silence and inaction of God. The circumstances of the time were not unlike those which prevail to-day. The Psalm refers to some crisis in Israel's history, particulars of which have not come down to us. The nation was threatened by a great confederacy of its foes. The Moabites, the Ammonites, the Edomites, the Philistines, and Arabian tribes from the desert had formed a coalition, and Philistia, Tyre, and even the great empire of Assyria were rendering assistance.

The Psalmist cries out to God to take action in defence of His people. Why has He not done something before this? There is a note of personal impatience in his cry. "O God, keep not Thy silence: hold not Thy peace, and be not still, O God." What does he want God to do? Here is his answer:

O my God, make them like the whirlwind; dust; As stubble before the wind. As the fire that burneth the forest, And as the flame that setteth the mountains on fire;

So pursue them with Thy tempest, And terrify them with Thy storm. Fill their faces with confusion; That they may seek Thy name, O Lord.

And multitudes are asking to-day, in view of the calamities of the present hour—Why is God silent and inactive? Why does He not end the war? Why does He allow tens of thousands of the flower of Europe's manhood to go to their death? Why does He permit Germany to overrun Belgium, and Serbia, and Roumania, and now part of Italy? Why does He not confound the designs of the Central Powers, as those designs are? But what would we have God do? We answer like the Psalmist—Let God pursue our enemies, and terrify them, and scatter them, and put them to confusion. Let God frustrate all the military plans of the Central Powers, and crown with invincible power and success every effort of the Allies. It is very natural that we should ask such questions, and make such demands, but reflection will show that they do not take account of all the facts.

If God is to intervene with overwhelming power to destroy iniquity wherever it manifests itself, where is He to begin? Is He to commence with you and me, for there is "none righteous, no not one?" A man in business formulates a crafty, dishonest scheme to get the better of his neighbor. Ought God to stretch out His arm and bring him low? When vice seeks to lead virtue astray, ought God to intervene and strike the villain man dead? You may say that these cases are very different from that of a great war, which brings misery to millions, and no one will disagree with you. But the question is, where is God to begin?

Let us look at the matter, however, from the standpoint of war. If God had always acted on the principle he suggested I very much doubt whether the human race would have survived the process. There have been wars going on since the beginning of time.

And the Worst is

What is the worst? The worst is that we are not doing enough to win the war.

What is the worst? The worst is that we are not doing enough to win the war.

What is the worst? The worst is that we are not doing enough to win the war.

What is the worst? The worst is that we are not doing enough to win the war.

What is the worst? The worst is that we are not doing enough to win the war.

What is the worst? The worst is that we are not doing enough to win the war.

What is the worst? The worst is that we are not doing enough to win the war.

What is the worst? The worst is that we are not doing enough to win the war.

What is the worst? The worst is that we are not doing enough to win the war.

What is the worst? The worst is that we are not doing enough to win the war.

What is the worst? The worst is that we are not doing enough to win the war.

What is the worst? The worst is that we are not doing enough to win the war.

What is the worst? The worst is that we are not doing enough to win the war.

What is the worst? The worst is that we are not doing enough to win the war.

What is the worst? The worst is that we are not doing enough to win the war.

What is the worst? The worst is that we are not doing enough to win the war.

What is the worst? The worst is that we are not doing enough to win the war.

What is the worst? The worst is that we are not doing enough to win the war.

What is the worst? The worst is that we are not doing enough to win the war.

What is the worst? The worst is that we are not doing enough to win the war.

What is the worst? The worst is that we are not doing enough to win the war.

What is the worst? The worst is that we are not doing enough to win the war.

What is the worst? The worst is that we are not doing enough to win the war.

What is the worst? The worst is that we are not doing enough to win the war.

What is the worst? The worst is that we are not doing enough to win the war.

What is the worst? The worst is that we are not doing enough to win the war.

What is the worst? The worst is that we are not doing enough to win the war.

What is the worst? The worst is that we are not doing enough to win the war.

What is the worst? The worst is that we are not doing enough to win the war.

What is the worst? The worst is that we are not doing enough to win the war.

What is the worst? The worst is that we are not doing enough to win the war.

What is the worst? The worst is that we are not doing enough to win the war.

What is the worst? The worst is