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DODDS PILLS

Saturday). FRIDAY'S PROCEEDINGS. At 4 o'clock I went out on the fid-

To Commander MacDermott. uld not go in the chart house till down. I was going along at 8 knots when I took the 4 point bearing at av Bull's light. We use Admiralty

21 ft. 8 in. aft. I was on the some time before taking the ist sounding. The captain would have the exact time as he would write t down. The captain told me to watch the course, "and if you want me call me." The captain and I looked over the side several times for the prose of judging her speed. The hb was just loose sish ice and it was othing to interfere with the speed of the ship. The voyage previous scotia coast. We had a gale of wind and sea right ahead the voyage preious on going to Halifax. It was much heavier than on the morning he Florizel was lost. She made from to 8 knots on that voyage. She was ning into the foremast at every dip. The ice off the Nova Scotia coast was heavier than the slob ice we experienced on the last voyage the Florizel nade. I have been often in a schooner in similar conditions off Cape Ball-

rence in the speed in my watch. I eard the captain tell the second mate to change her course to S.S.W. when I was coming off watch at 12

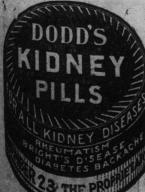
To Mr. Dunfield .- I told the man at the wheel to keep her nothing to the course at all. A ship is likely to set Liverpool. in along the shore at any time. There is a strong indraft on the Southern Shore at times. The current generally runs to the westward, but with the coming up of a strong N. E. wind the current will run strong from the castward. At high water the tide is clack outside and at low water on shore it is strong outside.

To Mr. Blackwood.-We got from 48 to 50 out of her in a watch on several occasions. She wouldn't be doing much after leaving port. She would pick up after being out a little while. I thought it was clow for her to be going There was no conversaion between the captain and I as to by she was not going more than & As far as the weather concemed there was nothing to prevent her from doing at least 11 knots. It looks strange now that she was only doing 8 knots. I did not make any the slob was more than three inches ald not interfere with the Florizel. I remember sailing down the shore in the Jean some years ago in

slob much heavier. (Mr. Blackwood wanted an explanation as to why the ship was only making about 8 knots between the hours of 8 and 12 when the sea and weather conditions were not preventing her from making her normal

Capt. Martin (re-called) .- I did not take the Polar current into my reckoning but left it to the good. We hever get her up to full speed till after leaving port. I asked the chief how she was doing and he said all right. There was a little southerly swell and I allowed that against the ship. I thought her going more than 8 knots. The reason I cut her down to 6 knots was on account of the increased wind and sea. I cut her down room in going around the Cape. Had there been no change in the weather in the second watch I would have got about 11 knots.

To Commander MacDermott. -While I did not say anything I thought she was running slow during the first watch. I wanted to be behind the ship's speed in going up the coast so as to give her good sea room around the Cape. I never estimated the speed as low on any other occasion going up to Cape Race. I never saw it so bad that I didn't get 30 alles out of her in a watch on the way to Cape Race. When she was on the W.S.W. course the speed increased I was on the watch all the time welf. I allowed her in the middle watch as doing between 6 and 7. The d officer gave me 7. She might be king a little water over the quarter We changed to W.S.W., but I light notice it. She wasn't rolling ing extra. When the course was



florizel' Inquiry. philip Jackman (Continued from

dey, the captain and Dooley also

end of the watch. If I took a aring I would go in and mark it

To Mr. Gibbs .- I take the draft of quarter, which increased the speed. he ship. It was 20 ft. 4 in. forward At 6 p.m. adjournment was taken till 3 o'clock this afternoon. Saturday's Proceedings. At the opening of Saturday's ses-

sion Mr. McNeily again appealed to pear on behalf of his clients. Mr. Blackwood pointed out that as there are only two parties to the enquiry, viz.: the Attorney General on the one hand, and the captain, officers and engineers on the other, Mr. McNeily went through ice on the Nova has no right representation in the enquiry which was instituted to deal solely with the loss of the ship, and therefore the Commission cannot grant Mr. McNeily's request to take part in the enquiry. Mr. Dunfield explained that the information sought by Mr. McNeily in connection with the victims of the Florizel would be obtained through the Attorney General. Mr. Dunfield then addressed the Commission, summing up the evi- West Coast Cattle dence and stating the case for the

CASCO-23/8 in. CLYDE-21/8 is

Following is a list of questions sub mitted by Mr. Dunfield:-

MARINE COURT OF ENQUIRY ACT, 1901.

In the matter of a Marine Court of Editor Evening Telegram. Enquiry appointed by His Excellency the Governor of Newfoundland in Council to investigate the circumwestward but if anything to the stances attending the loss of the not taken any action to relieve the southward. I did not change the British Steam Vessel "Florizel,"

ing questions:-

. Whether at the time she left St. John's on the 23rd February, 1918, the "Florizel" was in good order

Whether due and proper allow- this city has not to give.

ship's way or causing leeway.

Whether the boilers and engines were in good order and working not, to what extent were they

slow, and why. 10. Whether the distances run by the ship were correctly estimated and whether every possible effort was ago, and no supplies of any account made from time to time to ascer- having reached them yet owing to the tain and verify her position, especially at the times when the master gave orders to alter the the freight which has been accumulacourse at 12 midnight (Feb. 23-24) and at 4 a.m. (Feb. 24th). 11. Whether the lead or sounding ma chine was used between 8 p.m. and midnight (Feb. 23) and whether

it was used with sufficient frequency and accuracy. 12. Whether the lead or sounding ma-(Feb. 23-24) and 4 a.m. (Feb. 24),

and if not, whether its neglect was justifiable. so fine so as to allow me good sea 13. Whether the lead or sounding machine should have been used more frequently and with greater accuracy between 4 a.m. and the stranding at 4.50 a.m. on Feb. 24th; and whether any reliance was placed by the master upon the cast taken without a pressure-tube at about 4.30 a.m., and if so,

whether such reliance was justiwind, sea, ice and tide prevailing his patent log, the master was justified in considering his position at 4 a.m. (Feb. 24) sufficient-

tion at 4 a.m. (Feb. 24) sufficiently established to warrant him in changing course to west south west and proceeding in the direction of Cape Race.

15. Whether the master was justified in relying upon his estimate of the distance run between 9.45 p.m. on Feb. 23rd, and 4 a.m. on Feb. 24th, when said estimate was Feb. 24th, when said estimate was formed without the use of any instrument or the sight of any fix-

ed object.

16. Whether the master displayed proper competence in that he was not able or accustomed to make use of the number and speed of the revolutions of the propeller in estimating the speed of and distance run by the ship, and in fact did not do so during the voyage now in question. now in question.

Whether the master was justified

in changing his course towards the land at all before daylight on the land at all before daylight on February 24th.

18. Whether the master was justified in proceeding at full speed after changing his course towards the land at 4 a.m. on February 24th.

19. Whether the normal Polar current running from northeast to southwest or thereabouts was altered or reversed while the "Floriseen about 3 a.m. (Feb. 24), and what light, if any, it was; and what, if anything, should the master have done in the circumstan-

2. Whether any and what efforts uary, February and March. whether any and what efforts were made from other vessels to save life, and by whom, and with what success; great shortage of foodstuffs from person or persons are to be commended in this connection.

his power to get her off. Whether the master, officers or

eral the certificates of the master, of-ficers and engineers should be dealt

Solicitor for the Crown

in this Enquiry. Mr. Dunfield explained that the cates if it thinks fit. Mr. Blackwood informed the Court that the other officers need not be detained any longer as the responsibility, if any, rests

with the captain. Adjournment was taken till 3 p.m. on Thursday next, when Hon. M. P. Gibbs, representing Capt. Martin, will address the Court.

RESULT OF RAILWAY EMBARGO

Dear Sir .- As far as I have been The Attorney General desires the failure of the Reid Company to effi- they saw the utter helplessness of the opinion of the Court upon the follow- ciently operate the railway across the officials to cope with the most ordin-

cross-country railway has been of to the public for the break-down of and seaworthy condition, and suf- very little practical benefit to the the system was not correct. ficiently manned.

2. Whether at the said time her equipment of navigating, life-saving and other instruments and appoint and other instruments are also appoint and other instruments are also appoint and other instruments and appoint and appoint and other instruments are also appoint and other instruments are also appoint and other instruments are also appoint and other instruments. nces was sufficient and in good which are badly needed in this city their failures during the past few Whether safe and proper courses were set and steered after leaving the Narrows of St. John's Whether safe and proper courses were set and steered after leaving the Narrows of St. John's Where some of them have been for systems by pleading exceptionally four months. four months.

Whether due and proper allowance From all over the country are com- country know the brand of weather in checking the ship's way or assistance and for supplies which officials, and they know that, with

ance was made for the effect of Slob Ice in checking the ship's commission merchant at North Syd-character. ship's way, or causing leeway.

Whether due and proper allowance was made for the effect of tide and currents in checking the perishing. They urged him to ship by express if the feed could not be forwarded by freight as they had not Whether the engines were revolv- then enough, to feed their cattle on ing at their usual speed, and if short rations, for one month longer. What must be the condition of affairs on the West Coast to-day when

By Rail to-day, April 4, '18: 5 CASES

Fresh Country Eggs.

2 cases N. Y. TURKEYS. 6 cases N. Y. CHICKEN. Yellow Corn Meal, For table use.

\$1.10 stone, 9c. Ib. To arrive this week: NEW ENGLAND FONFEC. CO. CANDY: 100 bxs. Signet Choc. Creams.

100 bxs. Royal Choc. Creams. .00 bxs. Acme Mixture. 50 bxs. Cocoanut Caramels. 50 bxs Turkish Gum Drops. 50 bxs. Smooth Almonds.

Fresh Halibut.

Due by Steamer to-day, April 4, 1918: ORANGES Calif. & Florida. APPLES\_Table (boxes). ONIONS-Valencia. LEMONS—California. GRAPE FRUIT.

NEW CABBAGE. POTATOES-P. E. I. APPLES-Barrels. EGGS-10 cases Fresh Laid. OYSTERS—on shell.

FRESH SAUSAGES

perishing or in danger of perishing on Whether after the stranding all the West Coast, have ample supplies due endeavours were made by the master, officers and crew for the safety of the passengers; and whether a proper state of discipline was maintained.

The West Coast, have ample supplies for their stock consigned to them, but these supplies are held up by the inefficient operation of the Reid Nfid. Railway during the months of Jan-

and whether the efforts of any Port aux Basques to Millertown Junction, and unless a speedy relief is forthcoming distress will be felt by the master took all the means in many residents west of the Topsails. particularly the poor who could not lay in a six months' stock last fall. engineers were to blame or con-tributed in any way towards the vide, as in the days before the trains were operated, but who relied upon the railway for regular communication throughout the year, and did not, therefore, prepare for three or four

> months' isolation. The excuse that the severe storms of the present winter made it impossible for the Company to move freight cannot deceive those who know the real cause of the break-down in the

The people of the West Coast, and many people here and elsewhere, know that the greatest part of the . trouble was due, and is at the present time due, to inefficiency on the part of the men responsible for the operation of the road.

When the people of the West Coast saw blunder after blunder committed by the officials; when they saw four or five engines stalled at Port aux Basques terminal, by the grossest stupidity and incapacity on the part Perishing. stupidity and incapacity of the juveniles under whose control the responsible officers of the road left the movement of traffic, while there was no engines to move trains for several days as a consequence; when they saw snow-fighting apparatus stalled at junction points for able to ascertain, the Government has days at a time from want of motive serious situation which now con- to the points along the road where fronts us as a consequence of the their services were required; when ary difficulties, they knew that the ex-During the past four months the cuse which a purchased press gave

trade in the matter of freight trans- It is utter nonsense for the Reid and at distributing points along the months in connection with the operasevere weather. The people of this ing appeals to people in this city for we usually get as well as the Reid one exception, there have not been

way, or causing leeway.

Whether due and proper allowance was made for the effect of that over a month ago farmers on the son for the tie up of the system since sea and swell in checking the West Coast were begging him and last fall, and in my next letter I shall

ARGUS. April 5th, 1918.

Special Notice.

At the end of this year we will give 5 cts. for every 12 Outside Green

Wrappers obtained from "STAF-FORD'S LINIMENT. inability of the Reid Company to move

We will also give \$10.00 to the person forwarding us the largest number and \$5.00 to the 2nd largest.

We will keep a record of every person forwarding us these wrappers from time to time and at the end of the year we will publish the names of the Winners. the Winners.

"STAFFORD'S LINIMENT" is the Strongest and most penetrating Liniment for sale in Newfoundland and s sold in over 500 stores. It is the best Liniment you can use for RHEUMATISM, LUMBAGO, NEU-

RALGIA and all ACHES and PAINS. Owing to the cost of Bottles and Ingredients used in the manufacturing of this Liniment, we have had to advance the price a little, "but the bottle still remains the same size." DR. F. STAFFORD & SON.

Fish Oil for Motor Boats.

Practicability of its use said to Shown in Denmark.

Experiments made in Denmark with notors for fishing boats to determine the practicability of using fish oils for operating them appear to have been so successful, according to Commercial Attache I. W. Thompson, that it may be possible for the fishermen who now have boats equipped with kerosene motors to make some slight changes and use this kind of fuel. It is even proposed, he says, that fishermen may make their own cod liver

oil while at sea for use in their mo-

When the experiments were called to the attention of the manager of a Copenhagen firm which makes Diesel engines for the purpose of getting his opinion regarding them, he re-plied to Mr. Thompson: "I take pleasure in confirming that the fish oil for Diesel motors will be excel ent to use as a moving power. Further I beg to say that, no doubt, the said oil will also be practicable for smaller fishing boats where the mo-

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GEO, M. BARR,

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# Men's Stanfield Underwear

FOR SPRING AND SUMMER.

We have just opened a shipment of this reliable and popular Underwear in Spring and Summer weights. This is the best value in Men's Underwear now obtainable, and from a mere standpoint of wear, there is no better. We are this season, in accordance with increasing requests, showing

#### Men's Stanfield Combination Suits, at \$3,40 each.

This lot of Underwear was booked last year, and when stocks get depleted and have to be re-ordered, you know prices won't go down. We protect you as far as we can by our advanced buying and reasonable pricing, but you should protect yourself by early purchases. We have some odds and ends in

#### Men's Cashmere Underwear,

at Pre-War Prices, mostly smaller sizes to suit small men or boys about 17 or 18 years old. These are dead bargains.

Henry Blair



A. T. Macnab & Co.,

Wholesale Distributors for Newfoundland.



### **Fashion** Plates.

The Home Dressmaker should keep Catalogue Scrap Book of our Pattern Cuts. These will be found very useful to refer to from time to time.

A GOOD PRACTICAL MODEL.



2387—This style is nice for percale, alpaca. It has ample pockets and the fulness is held over sides and back by a belt. The sleeve may be finished

in wrist or elbow length. The Pattern is cut in 7 sizes: 34, 36, 38, 40, 42, 44 and 46 inches bust measure. Size 38 requires 61/2 yards

A pattern of this illustration mailed to any address on receipt of 10 cents, in silver or stamps.



2418-This style is good for khaki, gingham, galatea, drill, cotton, corduroy and seersucker. The trousers are cut in one, with the front of the waist, at the back, waist and trousers are seperate. The garment is comfortable, and a splendid "overall" model.

The Pattern is cut in 5 sizes: 4, 6, 8, 10 and 12 years. Size 10 will require yards of 36-inch material. A pattern of this illustration mail-

ed to any address on receipt of 10 cents in silver or stamps.

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