

**A WAR OF WITS.**

Test Eye and Brain in this Interesting Limerick Competition.

IT MAY BE YOURS TO WIN A USEFUL PRIZE AS WELL AS TO BEAT YOUR COMPETITORS.

To any Male Reader of THE DAILY MAIL, who makes the Best Attempt to Supply the Missing Line to Each of the Limericks Published on this Page Every Day For a Fortnight.

We Will Award a 12 Volume Set of Everyman's Encyclopedia. The Successful Lady Competitor will Receive Twelve Volumes of Nelson's Library of Fiction, Selected from a List That will be Provided.

Limerick No. 1.

AN OCEAN COMMOCEAN.

A young lady in crossing the ocean Grew ill from the ship's dizzy mocean; She said with a sigh, And a tear in her eye,

**RULES AND CONDITIONS.**

- Any reader may send in any number of attempted solutions, provided a separate coupon is used for each.
- The line suggested by each competitor must rhyme with the first two lines of the incomplete verse printed below.
- A coupon can only be used in suggesting a line for the particular incomplete verse appearing in the issue bearing the same date as that which is printed on each coupon.
- The editor's decision as to the winner must be accepted as final. Here is the Incomplete Verse—Suggest a line to complete it.

**COUPON.**

(Only one suggestion of a line must be written on each Coupon.)

I suggest.....

as a line to Complete Limerick No. 1.

Name.....

Address.....

The Daily Mail Limerick Contest, January 14, 1914. Mary your envelopes "LIMERICK COMPETITION."

**HOCKEY VOTING CONTEST.**

Here is an Excellent Chance for all Interst in the Lively and Strenuous Game of Hockey to Record their Votes as to Who is the Most Popular of our City Players.

The Coupon Printed Below will Appear in Every Issue of The Daily Mail for a Week. Any reader may use it to Nominate his Particular Favorite. At the End of the Week the Time for Nominations Will Close and Voting Will Commence.

The Hockey Player Who, at the End of Five Weeks, has Received a Majority Vote from the Readers of this Paper will be Given a Choice of Any of the Articles Now on Exhibit in the Window of The Martin Hardware Co.

Use the Coupon printed below as a Nomination Form. Voting Coupons will appear later.

I hereby nominate.....

As the most popular Hockey Player in St. John's.

Mark your Envelope "HOCKEY CONTEST."



**The CAP That Sets the Fashion**

We have a splendid assortment of Winter Caps of the Eastern make, ranging from

75c to \$1.60

And they are good value. Also a special lot of Manufacturers' Samples of

Nansen Caps

Very special value at 60c and 75c.

Robert Templeton

The Daily Mail \$2.00 Year

**WRECKED CREW OF COBECQUID ARE ALL SAFE**

WRECK WAS DISCOVERED AND MEN TAKEN OFF.

Ship was Driven from Course by Wind and Tide and Went Ashore in a Blinding Snow Storm—Difficult to Locate the Wreck.

Halifax, Jan. 14.—A wireless from the steamer Lady Laurier reports she has located the ill-fated Cobecquid on the Trinity ledge, above the entrance to Yarmouth, eight miles south of Cape St. Mary's and five miles from land. Her stack and spars are visible, the seas making a clean breach over her. Many steamers are in the vicinity, waiting to render assistance when possible.

News comes that the passengers and crew of the Cobecquid are safe. The steamer Cann has taken off 50 and landed them at Yarmouth; others on board, numbering 102, will be taken off by other steamers standing by. It was on Trinity ledge where the Cobecquid met disaster.

**All Saved.**

Yarmouth, N.S., Jan. 15.—One hundred and six persons are aboard the steamer Chubasco, safe. Ninety-four of the Cobecquid's passengers and crew are here.

Two rescuing ships, the Westport and John L. Cann, commanded by two brothers, McKinnon, arrived here tonight, with 72 and 22 persons, respectively. There are 12 men, including the captain and wireless operator, still aboard the Cobecquid. The navigating officers of the ship have refused to talk.

There were three of the Company's officials aboard when the steamer struck. Captain M. Hicks, Marine Supt., and Messrs. Alsop and Kenney, two directors, who were too exhausted to give a statement to-night.

**Struck in Storm.**

The junior officers and members of the crew say the ship struck during a dense storm at 6.15 yesterday morning, and filled in a very few minutes. The wireless operator was able to send one call for help before his aerials were up, after which he was helpless. The furnaces were put out in a few minutes, and the passengers and crew were forced by the rapidly rising water to boat the deck, where they took refuge in the captain's quarters.

For twenty-four hours, amidst one of the worst storms that ever swept this coast, with the thermometer hovering around zero, and mountainous seas sweeping over the ship and breaking her up beneath them, the passengers and crew remained huddled together expecting every minute the vessel would go to pieces.

**Where She Was Wrecked.**

Trinity Ledge, where the steamer struck, is almost dry in at low water. The rise and fall of the tide is about 14 feet. It is a shelving ledge, only about 50 feet square, with a bell buoy quite near. All around is bold water, and had the Cobecquid gone 100 yards one way or the other she would have gone clear, though she would have probably struck the land.

The party arrived here with nothing but what they stood in, and ten men had to be sent to hospital suffering from frost bites and minor injuries. One seaman named Hurley, had a broken arm, and a leg badly cut.

Chief Engineer Douglas, interviewed, said the ship had encountered a series of heavy gales and snow squalls and particularly so on Monday night. In his opinion the bottom has gone out of the ship, but above the water she is intact except that her hatches are washed off.

**Got the Message.**

Capt. McKinnon, of the John L. Cann, says that when bound for St. John and laying at Westport on account of the storm, yesterday, he got word that the steamer was on Trinity ledge, and at once left for the rescue, arriving at 5.30. He found the Cobecquid laying with her head to the westward, bow down and stern up.

The main deck was awash at high tide. From what he had been told the steamer filled three minutes after she struck. He took the Cann to windward to make a lee for the boat, so she could have smoother water. Then his ship went near the wreck and picked up the last boat which left the ship, transferring passengers. The fourth engineer washed overboard, but was rescued. All the lifeboats were more or less smashed in transferring.

He went as near to the ship as possible, but nothing more could be done, as those aboard had no other boat available in which to leave the ship.

**Standing By.**

The Landsdowne is lying by and will take them off in the morning.

As to the reason the ship was so far off her course none of the officers would make any statement. It was gathered however, she had stopped frequently going up the Bay to take soundings and find her position, and the strong current and heavy wind drove her off her course. She must have passed up inside the Lurcher, although the Lightship was not seen.

The captain was on the bridge and the mate had gone aft to sound when breakers were seen ahead. The captain at once seized the wheel and threw it hard down in an attempt to get clear, but too late. The vessel is now lying incased in ice to her masts-heads.

**STEFANSSON'S SHIP KARLUK GOES ADRIFT**

Swept Away By The Ice-Pack In a Big Arctic Storm.

THE SHIP IS COMMANDED BY CAPT. BOB. BARTLETT.

Broke Adrift While the Explorer Was Ashore on a Hunting Expedition—Twenty-Five Men are on Board—Peary and Others Acquainted with the Arctic Believe she is all Right—Recalls Famous Story of the Polaris.

Canadian and United States papers have lately been devoting much attention to reports received at Ottawa from Stefansson, who is engaged on an exploring expedition in the far north. Captain Robert Bartlett, who was with Peary on the voyage during which the North Pole was discovered, is in command of Stefansson's ship, the Karluk, concerning which many sensational reports have been published. One story stated that the ship was lost with all hands, but this, fortunately proved to be absolutely untrue.

**Drifted Away**

In the last message received from him Stefansson states that believing the Karluk safe in the ice in Longitude West 147, fifteen miles off shore, he took a party ashore with him to hunt. The next day heavy gales sprang up and a fog. When the weather cleared the Karluk was not in sight and had undoubtedly been carried away by the wind which drove the ice pack off shore.

So far the search for the Karluk has been unsuccessful, but as there is a crew of 25 men on board and plenty of provisions, no anxiety is felt for its welfare.

Men who know Captain Robert Bartlett feel certain, in the face of reports that his party has met with disaster and that the Karluk has been crushed in the ice pack, that Captain Robert Bartlett is equal to any emergency and will be heard from soon.

**Believes in Bartlett**

Rear-Admiral Peary, discoverer of the North Pole, says that he has every confidence in Captain Bartlett, and believed him master to any situation.

"It is impossible to tell what has happened to the ship," says Rear-Admiral Peary. "As long as the vessel is packed in the ice she will not sink, and even if she should go down when the ice pack draws back, the crew would have ample time to prepare for their escape. And preparations have been made for just such contingencies."

The Explorers Club of New York, has passed resolutions expressing entire confidence in Bartlett and Stefansson.

The mishap to the Karluk, Stefansson's ship in the Arctic waters, recalls what is perhaps the most remarkable incident in the annals of modern Polar exploration—the case of the steamer Polaris in 1871.

**Story of the Polars**

The Polaris had been sent north by the United States, and was in charge of Captain Hall. Its mission was to conduct exploration work in the region west of Greenland, and, if possible, to reach the North Pole.

Captain Hall, her commander, was an experienced Arctic explorer but, unfortunately died early in the autumn of that year. The ship gradually worked her way north until caught in the ice north of Smith Sound, well beyond Melville Bay, and, fearing she would be crushed, half of those on board were put off on the ice floe with a supply of stores.

It being the intention of the remainder of the crew to follow them, when more had been unloaded from

the ship, and then for the whole party to make their way across the sea to the land, and establish themselves in winter quarters with what provisions and other necessities they had been able to save from the ship.

**Struck a Blizzard**

While this work was in progress, however, a blizzard separated the ship with those on board her, and the ice-floe on which were the remainder of the people. The ship subsequently made her way into a harbor on the Greenland coast, where she remained all the winter, but the eighteen persons on the ice-floe, including two Eskimo women, wives of Greenland natives who had been engaged at Disco as drivers of the dog teams.

The experiences of the ice-floe party made a record unique in Arctic annals, and probably unapproached in the whole history of authentic adventure. They were 195 days adrift on the ice, and in that time the party travelled the northern waters from Greenland seas south to the Grand Banks of Newfoundland.

**Long Drift**

They were driven off in November, and it took them until the following April to reach the latitude of the Grand Banks, where they were eventually picked up by the Newfoundland sealing steamer Tigress. Captain Isaac Bartlett, which was engaged in the annual seal hunt from St. John's.

The whole party had suffered hardships during the trip. The ice-floe which, at he start, was several miles in area, and over which it was possible for the Polaris people to range and hunt seals for food, gradually became so reduced in size that when the Tigress came upon them it was little larger than a city square.

Indeed, scarcely any of the original ice remained, owing to it breaking off from time to time, in storms and clashing with other ice. The people were compelled to move their tent and other few belongings from one place to another at intervals, and were reduced to the most desperate expedients to get enough food to keep them alive.

Fortunately, towards the end, they succeeded in killing two Polar bears, and the food thus obtained sufficed to sustain the lives of the party until rescue came.

**Remarkable Circumstance**

Perhaps the most remarkable circumstance connected with this marvel is that a baby was born to one of the Eskimo women during this strange ice-floe voyage and survived all the miseries of the party. The natives were sent north the next summer on the Tigress, which was chartered by the American Government to proceed to Greenland to rescue the remainder of the Polaris people, but the two ships passed each other.

The Polaris got free in the spring of 1872, as soon as the ice broke up, and the Tigress found a record of this fact as soon as she reached Disco. The astounding experience of the ice-floe party made a great sensation in those days, and there has not been anything in the way of Arctic adventure in recent years to equal it.

**GRUESOME EVIDENCE OF A MARINE FATALITY**

Boat Picked Up Containing Bodies of Several Sailors

Valpariso, Chile, Jan. 15.—Two boats containing the dead bodies of the second mate and two sailors of the German steamer Acilia were found in Aguirre Bay, Terra del Fuego, South America. The Acilia left Tocopilla, Chile, early in October last and called at Corral, Chile, whence she sailed for Hamburg Oct. 27th. No report of any accident to the Acilia has been received.

**JAPAN SUFFERS FROM EARTHQUAKE HORRORS.**

Many Lives Lost and Hundreds of People Homeless.

Nagasaki, Jan. 14.—A party of refugees arrived to-day and reported that the inhabitants of 600 houses, composing the village of Seto, on Sakma Island, had lost their way while trying to reach the sea shore, and that probably all had perished together. They believe that many others were drowned while trying to swim across the Gulf to Kagoshima. The volcano is said to have completely changed its form, several new craters having opened. The hail of ashes ceased here after lasting 36 hours.

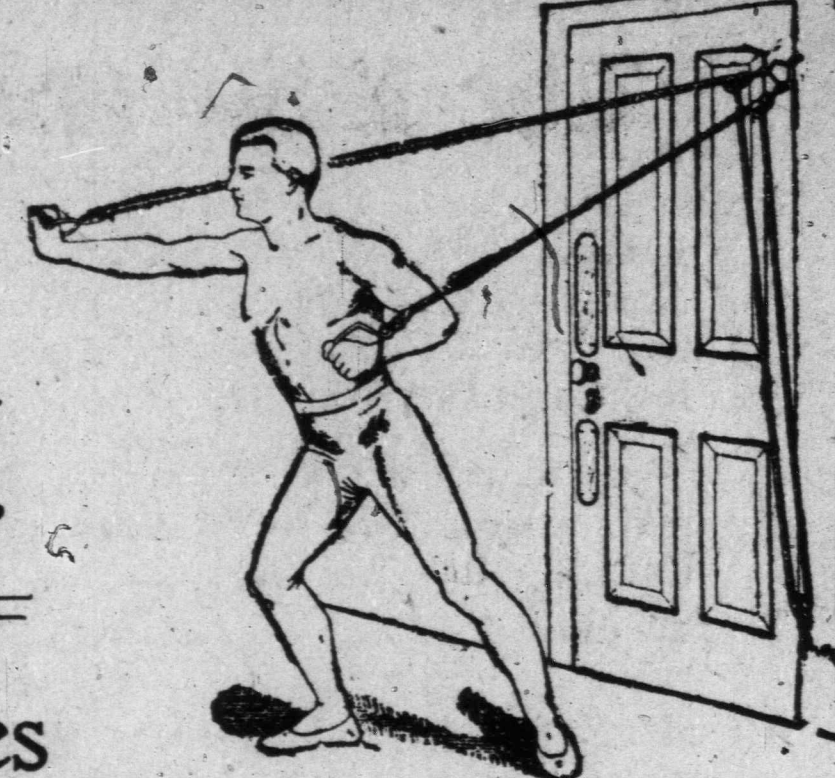
**STORMS UP NORTH**

Bowring's coastal department had the following wire from Capt. Kean of the Prospero, at Coachman's Cove, yesterday, as follows:

"Reached Griquet and made all ports of call. Gales of wind the last two days. Came direct from Conche to Coachman's Cove, Southside of White Bay blocked with ice."

**Sporting Goods**

FOR THE WINTER SEASON.



Boxing Gloves  
Punching Bags  
Sandon's Developers  
Sandon's Dumb Bells  
Sandon's Chest Expanders  
Swinging Clubs

Also a selected stock of best—Hockey Sticks.

All selling at our usual Low Prices.

**Martin Hardware Co.**

**JOB'S STORES, Ltd.**

Ask us for—

'Climax' Mollasses Feed  
'Climax' Dairy Meal  
Crossfield's Golden Syrup  
Manderson's Pickles  
'Champion' Tobacco  
'Cow Boy' Milk

We have a full stock of—

Flour, Pork, Beef  
Mollasses, Butter  
Sugar, Raisins  
Currants, Biscuits and  
General Produce

**JOB'S Stores, Limited.**

ST. JOHN'S

**Lumbago Body Belts**

WE secured a clearing lot at a special price, and offer now, four belts for the price of one. These belts are 12 inches wide, knitted with an elastic-stitch, and are made of the purest wool, and shaped to pull up over the feet on to the small of the back, there to cling snugly, closely around the loins, and send a glow of heat just where it is needed.

Men and women that are exposed to cold and wet weather, sometime in life, will be effected with pains in the back, and will try many remedies without "a cure."

Doctors recommend to keep the body warm. These belts are recommended by army doctors, particularly for men exposed to cold and wet, because they tend, in a wonderful manner, to restore the natural heat of the body, and in many cases effect a cure.

Brigade boys, when they leave off their overcoats on parade, in winter time, would do well to compensate by wearing one of the all-wool belts around their loins, next the skin, and avoid the future possibility of those distressing Lumbago pains.

ALL SIZES FOR MEN AND WOMEN.

**Anderson's, Water Street, St. John's**

**ALLIANCE ASSURANCE CO., LIMITED.**

The Right Hon. Lord Rothschild, G.V.O., Chairman. Robert Lewis, General Manager.

TOTAL ASSETS Exceed - \$120,000,000.

Fire Insurance of every description effected.

LEONARD ASH, GARBONEAR, Sub-Agent for Carbonear District.

**Baine Johnston & Co.**

Agents for Newfoundland.

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