

Three Days on Ice Floe

Thrilling Experience of Crew Sohr. A. B. Bartheaux - Rescued When Near Exhausted by S. S. Hawk - Four Seamen Taken to Hospital.

Badly frostbitten, due to three days' exposure on the ice in zero weather, when their vessel foundered, the crew of the schr. A. B. Bartheaux were brought to port by S. S. Hawk this morning. The shipwrecked mariners were rescued at daylight on Friday, 23rd inst off Cape Pine. Four of the men were removed to hospital on the arrival of the ship, needing medical treatment, were able to put up at the Kitchener Hotel. For the past eleven days the men have been suffering untold agonies due to not having proper medical attention, although in this connection Capt. Alsten and crew of the Hawk did everything humanly possible to make the men comfortable, even giving up their own berths and coverings when the men were brought aboard they were all placed in the cabin. Frozen boots and clothes had to be cut off. Then a warm drink of brandy was given each followed by hot gruel. In spite of their frozen limbs the men were very hungry, having been without food. Capt. Alsten when he thought the men had par-taken enough of food for their condition, had them wrapped in blankets. Meanwhile the frozen feet of the men were being rubbed with snow. Some of the crew were so badly bitten that it was over 8 hours after being brought aboard that all the frost was drawn from the members, and the sufferers were placed in bed. The members of the Bartheaux's crew are—Capt. Thomas James; Mate, Leonard Dale; Cook, John Hynes; Seamen, Moses James, John Vatcher, Walter Parrott, Gordon Parrott. Capt. James appeared to suffer the most, as in getting clear of his vessel he went to the waist in water. It is certain, says Capt. Alsten, that he would not have survived another four hours exposure.

MATE OF HAWK SAW FLARE.

It was 2 o'clock on Friday morning of the 23rd inst when the mate of the Hawk reported to the captain that a light of flare could be seen on the ice some distance away. The captain was below at the time and coming on deck he made out that a distress signal was being burned. For two hours he tried to force his ship in the direction of the light, but was obliged to wait until day break. Meanwhile the mate could make out that a number of men were huddled together on a pan of ice, and that they were burning something on a stick as a flare. This afterwards proved to be an oil coat hoisted on an oar. Seven men were counted. They were treading behind a shelter built of small pieces of ice, and occasionally one man would be seen to fall again and again to be always picked up by his companions. The captain of the Hawk realized that the castaways were in a desperate plight, and taking chances he forced his ship in through, until he reached the pan of ice on which the men were.

ELEVEN DAYS ON HAWK

It was as already stated, 11 days from this time that the Hawk reached port, as in the interval she was frozen fast for six days. The weather was terrible, with heavy seas, and snow squalls from every quarter. One fortunate thing was that the captain had his ship well supplied with provisions and water. As she was coal laden, there was also no anxiety of a shortage of fuel. The veteran Capt. Doyle was ice pilot on the trip, and he says he never saw ice conditions worse in all his experience. The A. B. Bartheaux was bound here from Perth Amboy, New York, which port she left on Monday, February 5.

BOWS STOVE IN.

After being four days on the passage the vessel ran into ice in which she was held for more than a week. Getting in clearer water she was making fair progress until on the morning of the 20th ult., a pan of ice stove in the port bow. Capt. James going forward to see the extent of the damage quickly realized that his vessel was doomed. Without losing a moment he called the watch-then below, and ordered the ship's boat launched. Before this could be accomplished the decks were awash and all hands had to jump for their lives. There was no time to get warm clothing or food and water in the boat.

In jumping overboard the captain went down through the slob ice to his waist. The others of the crew all had their boots filled with water. The vessel disappeared beneath the surface almost immediately the men cleared her. Their boat they started to drag over the ice, expecting that should they meet lakes of water, the light craft would be of use to them. It proved to be a heavy drag, however, and the project had to be abandoned. They walked on hoping to reach land. Darkness came and the men, exhausted, stopped for rest. The frost was intense and gradually their clothing where it was wet, and also their feet became frozen. Without food, water or shelter for the two following days the crew suffered untold agonies. They built a rude shelter with hummocks of ice and by every means kept their courage up expecting that help would arrive in time. They had almost given up in despair when the lights of the Hawk were sighted.

THE RESCUE SHIP.

The Hawk made Cape Race at 8.30 last night and steamed into port early this morning. On the ship's arrival Drs. Carnell and Knight were in attendance and saw to the men's removal to hospital. Mr. Reg Harvey and Capt. Herald, Ship's Agents for A. S. Rendell & Co., were also present, and rendered all assistance possible. Captain Doyle has kindly furnished us with the following account of the trip if the Hawk from Louisburg. The ship left port for here 11.30 a.m. on the 17th of February. All that day was occupied in getting around the western end of Sable Island. On Sunday the ship started at 6.30 a.m. with lakes of water ahead, but a heavy swell prevented much progress. Monday was stormy with snow. Ice was again met at noon. All night the ship lay to in the ice with the swell continuing. On Tuesday a N.W. breeze sprang up and the course was set East half North. Open water was met for some distance, then ice and open water again. The course being changed to S.E. at midnight, was changed to East. Fair conditions were met and the ship made 7 1/2 knots. Wednesday there was a snow storm from E.N.E. which lasted all day. Thursday ice was again run into and but very slow progress could be made. The position at noon was 120 miles W.S.W. of Cape Pine. The course was again altered E.N.E. when bays of water alternating with ice were met. At 8 p.m. the ship was 80 miles off Cape Pine. Friday, the 23rd inst, the weather was civil, but the ship was in very tight ice. It was at daylight this morning that Capt. James and crew were picked up. On Saturday a storm of wind from W.N.W. raged, and close packed ice was everywhere, the Sable I. was sighted. The Hawk was steaming slowly on this day and stopped for the night. Sunday, 25th, the ship was in the ice, 70 miles W.N.W. of Cape Pine, with no water to be seen. For the six following days the Hawk was jammed, and not until yesterday morning did she make clear water at the Cape.—Telegram, March 6.

NEW MINING COMPANY.

One of the principal shareholders of the Bay-de-Grave Mining Company, Snow's Pond, owners of the large hemitite mines at Port-de-Grave, is now in New York, finalizing matters in connection with the development of the Company's claim.

We understand the Company are planning to begin construction of a seven-mile railway leading to Otterbury, the shipping port, where it is intended to erect a large pier, so as to handle several thousand tons of ore weekly. The Company is capitalized at \$2,500,000.

About five hundred men will be employed this season, thus helping in a great measure to alleviate unemployment conditions in Conception Bay.

ITEMS OF NEWS.

Mr. Frank McRae, of Hr. Grace, who had been undergoing medical treatment at Detroit, Mich., arrived home last week. He is greatly improved in health.

Our old friend, Capt. John Tucker, formerly 1st officer of the ill-fated S. S. Florizel, recently sustained serious injuries to his leg and ankle in New York.

A brakeman, an employee of the Reid Nfld. Co.'s railway was arrested by Const. O'Neill last week on complaint of the baggage-man on the Shore line, who stated that \$140.00 had been stolen from the baggage-car. When arrested the money was found hidden in the brakeman's stockings.

CANCER.

It is Vitally Important that the following Facts about Cancer Should be Known.

"It is now an established fact that of the number of persons who die each year from cancer many could have been cured if they had applied earlier for medical advice. On questioning patients as to why they did not apply to a doctor earlier for medical advice, the reason almost invariably given is that, as the early symptoms were unaccompanied by pain, it was not thought that anything serious was the matter."

"In order, therefore, to call the attention of the public to the significance of certain symptoms, and to the vital importance of acting promptly on the occurrence of these, it has been decided to make the following facts public."

"Practically, the only cure for cancer at present known is its early and complete removal. Its destruction by X-rays or radium, though hopeful, is still in the experimental stage. Cancer, if removed early enough, has been proved conclusively to be a curable disease. If neglected, and not dealt with in its early stages, it is almost invariably fatal. The paramount importance of its early recognition and early removal is therefore evident. For this purpose the assistance both of the public and the medical profession is requisite, and a grave responsibility rests on both. It is only by mutual co-operation that the ravages of this terrible disease can be lessened. The following information is of vital importance to the public. It is no exaggeration to say that if acted upon, the result would be the saving annually of many lives which at present are sacrificed."

1.—"Cancer, in its early and curable stage, may give rise to no pain or feeling of ill health."

2.—"Nevertheless, in the commonest situations, the symptoms of Cancer in its early stage are generally manifest."

3.—"If any swelling occurs in the breast of a woman, especially after 40 years of age, a medical practitioner should at once be consulted. A large proportion of such swellings are Cancer."

4.—"If any bleeding, however trivial, occurs after the change of life it generally means Cancer, and Cancer which is then curable. If neglected till pain occurs, it means Cancer which is almost always incurable."

5.—"If any irregular bleeding occurs at the change of life it should always be admitted to the doctor's investigation. It is not the natural method at the onset of the change of life, and in a certain number of cases means commencing Cancer."

6.—"If any wart or sore occurs spontaneously on the lower lip in a man over 45 years of age it is almost certainly Cancer. If removed at once the cure is fairly certain; if neglected the result is inevitably fatal."

THE LAUGH LINE.

GETTING IT STRAIGHT.

"I taught school among my own people in the Tennessee mountains for several years after I graduated from college," said a Southern lecturer. "Funny things happened. Hearing a boy say, 'ain't gwine that' I said to him 'That's no way to talk. Listen: 'I am not going there; thou are not going there; he is not going there; we are not going there; they are not going there.' Do you get the idea?'"

"Yessur, I gits it all right. They ain't nobody gwine."—The Outlook.

ON WITH THE FIGHT.

"And what time did the robbery take place?" asked the lawyer. "I think—" began the witness.

"We don't care what you think," said the lawyer, "we want to know what you know."

"Then, I might as well get down off the stand," said the witness, "I can't talk without thinking; I'm no lawyer."

Eernest Inquirer (collecting statistics for work on temperance).—"And how many glasses of beer do you drink in a day?"

The person—"Well, I can't say, Guv'nor. Some days I 'as about twenty or thirty, an' then again, another day, perhaps I might 'ave quite a lot."

De work' owes you a livin', son, but you's got to do some work to git youself indentified as de feller it's comin' to.—Uncle Eben.

THE GUARDIAN.

C. Russell - Proprietor

Issued every Saturday from the office of publication, Water St., Bay Roberts. Subscriptions (post free) to any part of Nfld. \$1.00 per year. To Canada, United States, Great Britain, etc., \$1.50 per year, postpaid. All subscriptions payable in advance.

ADVERTISING RATES.—For display advertisements, 50 cents per inch for the first insertion; 25 cents per inch for each continuation. Special prices quoted for six or twelve months.

We do not hold ourselves responsible for the opinions of our correspondents. All advertisements subject to the approval of the management.

Birth and Marriage Notices 50 cents per insertion. Notes of Thanks and Lists of Presents, \$1.00.

We cannot guarantee to insert items of news or advertisements received later than Thursday morning. All small and transient advertisements must be paid for at the time of insertion. The number of insertions must be specified.

Bay Roberts, Friday, March 23 1923.

POLITICAL.

At this writing the political situation is more or less obscure. From the standpoint of Policy neither party—Government nor Opposition—has made any definite detailed pronouncement.

The Government organs are telling the electors about development in connection with the Humber, and Gull Pond copper and several minor matters.

The Humber proposition will, it is stated, consist originally of the development of 150,000 horsepower, 85,000 horsepower of which will be used in a large papermaking industry double the size of the Grand Falls plant.

What will be done with the balance of this electrical energy we do not know. Port aux Basques or some port in Bay D'Espoir will likely be selected as a shipping port in winter.

The Opposition Party has announced that it is favorable to the Humber proposition with proper safeguards to protect the country.

In addition Mr. Bennett has promised the fishermen a bonus on each quintal of fish they catch.

But the bulk of all these proposals are still kept within the shadows. An air of mystery also surrounds the selection of a majority of candidates, and very few have been definitely announced.

In St. John's West the campaign has practically started. In St. John's East nothing has yet been done. In this District no candidates have thus far been officially announced for the Opposition for the Government.

Who the three Government candidates for this District will be we do not know. Several gentlemen are mentioned, but no official announcement have so far been made.

Journal of the Rev. Henry Gordon

CARTWRIGHT, LABRADOR

September 20, 1918

A very successful visit to St. John's was brought to a conclusion on Sept. 16th, when I boarded S.S. "Seal" homeward bound to Labrador.

One was able to look back with much joy and gratitude, and forward with hope renewed. Our Labrador Boarding-School scheme had been definitely launched, and the sum of \$1,000.00 booked to its credit. Even more encouraging than this, a very real interest in its welfare had been created in the hearts of St. John's keenest laymen. For the present I had secured the services of four teachers, two of whom were returning for their second year. These were to follow on by S.S. "Sagana," which was expected to leave a few days after "Seal."

A brief call at St. Anthony on the morning of the 19th gave the opportunity of a few moments' conversation with Dr. Grenfell and his wife. Late that same night we reached the first Labrador port of call, Battle Harbour, where I left "Seal" to proceed north on my own little "St. Helen."

Friday, Sept. 20th.

After a night on Parson Pitcher's sofa, I got busy preparing "St. Helen" for her trip. Everything was soaking wet, both outside and inside. The anchor was inextricably fouled with some mooring chains, and had to be parted with rope. By dint of much hard labour, all was ready at last, and at 11.0 a.m. we were off.

The engine fortunately was in good working order, so that I was able to pay no attention to the wheel until all obstacles. Outside the

harbour, a big easy swell was at work, breaking in great clouds of spray over the numerous ice-bergs. For several hours our course lay right along a continuous succession of these huge monsters, with their wonderful variety of shape and colouring. Further out to sea, one could see a fleet of schooners homeward bound to Newfoundland. A strange feeling of loneliness seemed to come over me. Towards dusk, when passing Square Islands, I caught sight of a big yacht entering the harbour, which I took to be the "Amber Jack" of Battle Harbour. She had been down to Sandwich Bay in search of mica. Night came on whilst we were off Cape Bluff. It was rather eerie work steaming in for the narrow Run in the darkness. About 7.0 p.m. I dropped anchor under the lee of Stone Island, as near Duck Harbour as I could guess. Day's run, 40 miles.

Saturday, Sept. 21st.

Awoke to find it blowing a gale from the S.E., together with heavy rain. As far as the end of Squashho Run, the water was smooth, but on turning out towards Boulster's Rock, the spray began flying all over me. After two attempts to make out past Partridge Head, I had to give it up and run into Boulster's for shelter. Towards evening, S.S. "Seal" arrived, departing after a short stay. Tom Turnbull came off and moored me firmly for the night. Day's run, 10 miles.

(To be continued.)

THOUGHTS

Original and Otherwise.

Men may work side by side without working together.

You can always tell what a man is by what he does when he has nothing to do.

Many who couldn't stand a square deal are now standing around.

SUCCESS.

The father of Success is work.

The mother of Success is ambition.

The oldest son is common sense.

Some of the other boys are Persistence, Honesty, Thoroughness, Foresight, Enthusiasm, Co-operation.

The oldest daughter is character. Some of her sisters are Cheerfulness, Loyalty, Courtesy, Care, Economy, Sincerity, Harmony.

The baby is Opportunity.

Get acquainted with the "old man" and you will soon be able to get along with the rest of the family.—Exchange.

Reserve August 1st
For C of E.
Garden Party
Bay Roberts

Reserve Easter Monday April 2nd
FOR THE C of E WOMEN'S ASSOCIATION
Sale of Work and Tea
Particulars Later

NOTICE!

All persons having claims against the Estate of the late George Mierlihy, Merchants Bay Roberts, are requested to furnish same to the undersigned immediately.

EDWARD J. FRENCH,
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For Sale!

A 4 horsepower "Atlantic" Motor Engine. In use only 4 months. In good condition. Apply at this office.

THE LAUGH LINE.

ON HIS WAY.

A farmhand was trying to lead a cow. He tied the rope to his wrist, and the cow took the lead. She took it with vengeance. As the farmhand was flying around a corner a friend shouted: "Where are you going, Pat?" "I don't know," he replied. "Ask the cow."

NO ENCOURAGEMENT HERE.

A scientist has recently stated that if the earth were entirely flattened the sea would be two miles deep all over the world. Reading this, the editor of a paper in Oklahoma reprinted it with this addition:

"If any man is caught flattening out the earth, shoot him on the spot. There are a whole lot of us here in Oklahoma who can't swim."

WHY SHE CROWNED HIM.

Wife (with newspaper): "It says here that men grow bald because of the intense activity of their brains." Hubby: "Exactly. And women have no whiskers because of the intense activity of their chins."

ITEMS OF NEWS.

On Friday, March 16th, word was received by Bowring Bros., St. John's that one of the crew of the sealing steamer, Viking, named George Hiscock of Hodges' Cove, T. B., died suddenly of heart failure on board the ship. Deceased was a man about 40 years of age and leaves a wife and family.

We are indebted to a reader for the book containing Rev. Henry Gordon's Journal of his experiences at Labrador during the winter of 1918-1919.

It will be a source of great interest to our readers as we publish the Journal in weekly instalments.

Dr. W. F. Dawe is now residing in Victoria, B. C., where he is practicing as a physician. In writing to a friend here recently he speaks about the climate there, and also states that ducks, quail, grouse and deer are plentiful.

Dr. and Mrs. Atkinson went to St. by Tuesday morning's train. We understand Mrs. Atkinson to enter the General Hospital for medical treatment.

Mr. Robert S. Parsons, tidewater at the Customs House in Harbour Grace, brother of A. A. Parsons, Esq., Supt. of the Penitentiary, St. John's and ex-Editor of the Telegram and a former M. H. A., passed away at his residence on Tuesday, Feb. 26th. Five daughters survive him, one of whom, Mrs. Donald Norman, resides in Lynn, Mass.

Mr. and Mrs. Charles H. St. John, formerly of Harbour Grace, now living in retirement at Cambridge, Mass., donated the magnificent sum of \$1000 to the Munn Hospital Fund. Mr. St. John is now in his 93rd year. His father was once editor and proprietor of the Hr. Grace newspaper.

Mr. A. W. Piccott was reported by the City papers last week as being much improved in health.

The S. S. Viking, Capt. Wm. Bartlett, sailed for the icefields in the Gulf at 12.15 p.m., Saturday, March 3rd. She took a crew of 140 men. Capt. Bob Bartlett, of Arctic fame, is with his father, having come from New York recently. He has with

him a moving picture machine which he will use taking photographs at the icefields.

Every man or woman who loafs and shirks lessens the national wealth. Every man who resorts to the "canny" policy makes us all so much the poorer.

Years ago, when Europe was in much the same state of unrest as it is to-day, Ruskin pointed out that idleness was at the bottom of the trouble.

"It is our inactivity, not our hunger, which ruins us," he declared, and he pointed out that the man who was deliberately idle was certain to become the instrument of evil as he had literally sold himself to the devil.

That is as true to-day as it was in Ruskin's time.

A man is like a tack, he can only go as far as his head will let him.

Success is not made by lying awake at night, but by keeping awake in the daytime.

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Direct from Mills in England, suitable for Men's and Boys' Suits. Prices are Low.

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