

**To-Night at the CASINO****H. WILMOT YOUNG Presents**  
**MISS MARJIE ADAMS**Supported by the  
**H. Wilmot YOUNG—ADAMS**  
COMPANY.  
IN SUCCESSFUL COMEDIES & DRAMAS WITH SPECIALTIES

MON. & TUES.	WED. & THURS.	FRI. & SAT.
"In Secret Service."	"Dr. Jekyll and Mr. Hyde."	"Kearney from Killarney."
A Dramatic Triumph		

Complete change of Vaudeville with each play

Matinee—Wednesday and Saturday.

Music by the C. C. C. Orchestra—direction Arthur Bulley.

Prices—25c, 35c, 50c, 75c, \$1.00.

Seats now on sale at Fred V. Chesman's.

**Finding of Court.**

Loss of Motor Vessel "Dellecnac."

(Continued from Saturday.)

Q.—4. Was the said vessel properly and competently manned for the said voyage at the time of her departure from St. John's?

A. No.—In the first place, neither the Captain nor the First Mate held any certificates. In the evidence submitted on this point, the First Mate was unquestionably totally unfit for the position. His knowledge appears to have been extremely limited. The engineer staff was not fully competent. The Chief Engineer, though apparently of considerable shore experience, had but little experience afloat, whilst her two greasers were boys, wholly ignorant of sea life and marine engines.

Q. 5. On said first mentioned voyage from Harbor Grace was there any misconduct or neglect on the part of the Master or other members of the vessel?

A. No. There is no evidence to show misconduct or neglect.

Q. 6. On said second mentioned voyage from St. John's was there any misconduct or neglect on the part of the Master or other members of the crew?

A. There is no evidence of criminal or culpable negligence or misconduct.

Q. 7. Was there any misconduct or negligence on the part of the owners of the said vessel in the matter of the construction of the said vessel or in the matter of the equipping or manning of same or otherwise in connection with the said voyages or either of them?

A. Under the provision laid down in the Merchant Shipping Act, and also under our local Act, governing Masters and Mates' sailing on transatlantic voyages, the owners are responsible for the competency of their employees, and in this case, I consider the owners were negligent in allowing the vessel to proceed on this voyage with an uncertificated Master and Mate.

The Court is of opinion, that although the "Dellecnac" had been docked, repairs effected and passed fit for sea before she left the port of St. John's on August 24th, 1919, on a voyage to Norway, yet the vessel could not have been entirely seaworthy. Some latent defects must have existed in her machinery or in its installation. At 5 p.m. on the day of her departure from St. John's, the starboard engine gave out. There appears to be various differences of opinion as to which engine did give out. The Captain states the "Starboard," the log book the "Port" (see "J.W.G., 18.") At this time she had made roughly from forty to forty-five miles. Continuing on her course with one engine working, with a speed of three to three and a half knots for a period of sixteen hours, she finally completely broke down. This was 9 a.m. Monday. The vessel would then be approximately a distance of ninety miles from St. John's by dead reckoning. The wind was South West and the ship drifting in an easterly direction.

Although there is no evidence of any misconduct or neglect on the part of the Master, Mate or members of the crew, in so far that there was no criminal intent or culpable negligence, still the evidence shows a very considerable amount of incompetency on the part of the Master and Mate. The log, the official record of the ship, should have been written up by the Master within a few hours of the event taking place. The log was not written up until days elapsed, and then, was incomplete and inaccurate. No record of soundings was kept, even though the ship was making water. Again the Master's entries in the log regarding the breakdown of the engines are not consistent with his evidence.

His knowledge of navigation appears to be very limited. In his noon positions, no allowance was made for

drift, although it is stated definitely that the ship was drifting for many hours, usually in a North Eastern direction. His noon positions appear to have been arrived at more by guess work than the result of theoretical working, and the position obtained by observation (position 7 on Chart), cannot be definitely relied on, considering that his chronometer had not been rated for several months. Altogether, no reliance can be placed in his noon positions as given in the log or as marked on the chart. The engineer's log was also written by the Master, and its contents are equally unreliable and irregular.

The Master seems to have done the best he could under the circumstances, but he was unskilled and his Mate incompetent. Neither of them possessed a Certificate of Competency or of Service. They should never have been permitted to take the "Dellecnac" on a voyage to Norway. In placing them in charge, the Owners of the ship were violating our Statute Law and also Sec. 92 of the "Merchant Shipping Act, 1894."

Sec. 6, Cap. 117 of our Consolidated Statutes provides:

"No ships registered in Newfoundland, over One Hundred tons registered tonnage, shall go to sea from any port or place out of Newfoundland or its dependencies save to the United States of America or the Dominion of Canada, unless the master and first mate or only mate thereof have obtained and possesses valid certificates either of competency or service for sea-going ships, appropriate to their several stations in such ships, or of a higher grade from the Board of Trade in the United Kingdom."

The Owners of every such vessel, and any person going therein as Master or Mate without the aforesaid certificates of qualification, are liable on conviction to a penalty of One Hundred Dollars each—under the "Merchant Shipping Act," the penalty is Two Hundred Dollars. Our Act further provides under Sec. 7, that the Master shall produce to the Customs Officer, to whom he applies for the clearance of his ship on a transatlantic voyage, certificates of competency of himself and his Mate. That this very important enactment has been more honored in its breach than in its observance, is unfortunately the case, as is shown in the following report submitted by the Registrar of Shipping:

"Number of ocean-going Newfoundland registered vessels engaged in carrying fish, lost during the past two years—in 1919—131, and since January, 1920—14. Those ships, in nearly all cases, were under the command of Masters without certificates of either competency or service." In 1919 one ship was lost commanded by a "certificated Master and in the present year one ship was also lost with a "certificated Master in charge."

It is difficult to ascribe the exact causes, recently operating, which have resulted in the total disregard of all necessary qualifications on the part of Masters and Mates in charge of foreign-going ships. In my opinion, the principal ones will be found, first, in the fact that at the outbreak, and during the continuance of the War, some thousands of the best of our young seamen and fishermen joined His Majesty's Naval Forces, and secondly, the transportation of our fish to foreign markets during the past five or six years, was almost entirely transferred to sailing vessels, and hundreds of such ships had to be added to our mercantile marine. Whatever the causes may have been, the result is deplorable, and in the best interests of the trade of the Colony, and for the protection of life and property, immediate steps should be taken by the proper authority to remedy present conditions.

Dated at St. John's, Newfoundland, this 15th day of April, A.D., 1920.  
(Sgd.) F. J. MORRIS,  
Judge.We concur:  
(Sgd.) CRYL D. FENN,  
Lieut.-Comm. R.N.  
(Sgd.) EDWARD ENGLISH,  
Assessors.  
W. R. Howley, K.C., appeared for the Crown.  
H. A. Winter, B.L., appeared for the Underwriters.  
L. E. Emerson, B.L., appeared for the Owners.

A dainty pair of pajamas has quaint puffed sleeves and is trimmed with yards and yards of tiny rosebuds.

Never tasted anything better than  
**POST TOASTIES**  
—says Bobby  
and don't think I ever will!**MRS. NELLIE PECK**, of Kansas City, who says her little boy never had a well day until he began taking Tanlac. Declares she will never be able to pay the debt of gratitude she owes the medicine.

"I will never be able to pay the debt of gratitude I owe to Tanlac for what it has done for my little boy and me," said Mrs. Nellie Peck, No. 1421 Charlotte Street, Kansas City, recently.

"My little boy Curtis is fourteen years old and never in his life had he seen a well day until he began taking Tanlac. I worried and worried over his condition, but in spite of everything I could do he didn't seem to gain any strength and was weak and delicate practically all his life. He seemed to have a very weak stomach. It just looked like he couldn't eat anything and digest it like other children."

He had no appetite at all and what little he did eat seemed to sour on his stomach. Sometimes his heart would palpitate terribly and he would get so dizzy he could hardly walk and as I stood and looked at him I thought he would surely fall over. He would have bad headaches and was nervous and could never sleep well at night. At school he was never able to keep up his work and he had to stay out of a great deal on account of poor health."

"I had heard so much about Tanlac I decided to try it and see if it wouldn't help him. Well, you just can't imagine how overjoyed I was when he began to improve! I kept right on giving him the medicine until now it is hard for me to believe he is the same child. His health is better than ever before in his life and he is bright and playful all the time and he enjoys going out and playing with other boys. He has a splendid appetite and I let him eat anything he wants. He is not the least bit nervous any more and is asleep as soon as he goes to bed. In fact, he is perfectly well in every way."

"After seeing what Tanlac did for him I began taking it myself as I have been suffering from stomach trouble, headaches and dizziness for five years. Since taking this grand medicine I am now happy to say that I never suffer any more with these troubles."

Tanlac has been one of the greatest blessings that ever came into our home and I expect to praise it as long as I live."

Tanlac is sold in St. John's by M. Connors and by the leading Druggists in every town.—adv.

**Weather and Ice Conditions.**

Wesleyville.—East wind, light; ice jammed in shore.

Greenspond.—Wind East, light; Bay blocked with ice.

Griquet.—Wind N. E., fair and mild; ice tight in shore. No seals.

**"Laxative Bromo Quinine Tablets"**  
*G. H. Brown***Coastal Boats.****GOVERNMENT.**

S.S. Prospero left Burgeo on Saturday, going West.

Further information is not to hand as the line West are down.

**F. H. ELLIS & CO.**

S.S. Susan at Seldom, waiting for a change in ice conditions.

**REIDS.**

Glencoe left Pushthrough 3 p.m. yesterday, going West.

Home no report since leaving Burin on 17th.

Maigle due at Louisburg.

Saguna at St. John's.

Petrel at St. John's.

Clyde at St. John's.

Kylie left port yesterday for North Sydney.

**From Cape Race.**Special to Evening Telegram.  
CAPE RACE, To-day.

Wind East, blowing strong, weather dull and rainy; the S.S. Kylie passed West 3.45 p.m. yesterday and S. S. Corunna passed in 7.45 a.m. to-day; Bar. 29.60; Ther. 35.

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and with these offer you a most complete and most fascinating display of the inimitable

**GOSSARD CORSETS**  
The Original-Unsurpassed Front Lacing CorsetsOur highly specialized corsetiers will help you unerringly select these Gossard models that will give you ideal figure proportions, with a correctly placed bust, and add charm to every freck you wear. *—priceless comfort and a wear—*

ing service that alone is worth the cost of the garment.

Do you realize you can buy a Gossard for as little as \$4.70, up to any price you may care to pay?

**G. KNOWLING, Ltd.**  
CENTRAL SHOW ROOM

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**Where Health Begins.****Use "Virol"**

FOR CHILDREN AND INVALIDS.

A Valuable Food in Wasting Conditions. A Food for Children.

**AYRE & SONS, Limited,**

'Phone 11. GROCERY DEPT. 'Phone 11.

Mothers who delight in keeping their children neatly and well dressed will welcome this

**Splendid Showing of Girls' Hats.**

There is an attraction in the simple youthful lines that can hardly be expressed. "Simply delightful," many mothers have said—and they are, in every detail. Material is of quality that you'll approve; colour in design is typical girlish, and there is a quaintness in the style and trimming effect which is altogether irresistible.

And yet, though so pretty, the designers have not forgotten to make them practical, and herein lies their greatest attraction. Mothers of girls should most certainly see this splendid showing.

**\$1.50****"LADY McKAY" HOSE** of British manufacture. Fancy Mixture Hose, seamless, spliced feet. The popular stocking of to-day, has the appearance where seen, and the wear where needed.**\$1.70 Pair.****HEAVY COTTON HOSE**—Plain Cotton Hose, with double soles, and reinforced toes and heels. A very serviceable and suitable stocking, unsurpassed for appearance and durability at this very moderate price.**55c. Pair.****BLACK CASHMERE HOSE**—This line of Cashmerette Hose is well made from superior cotton yarns, and so finished to resemble Cashmere. Have double heels and toes, and are seamless throughout. A very serviceable stocking moderately priced.**95c. Pair.****WOMEN'S PLAIN COTTON HOSE**—a Plain Cotton Hose, knitted from strong cotton yarns. Do not hesitate to order three pairs, as they are dependable Hose.**30c. Pair.****MILLEY'S****20 Gross ASSORTED PURE GOLD ICINGS.****VEGETABLE SEEDS—**  
Cabbage,  
Turnips,  
Lettuce,  
Carrot,  
Beet,  
Celery,  
Peas,  
Beans.**FLOWER SEEDS—**  
Marigold,  
Nasturtiums,  
Hollyhock,  
Forget-Me-Not,  
Morning Glory,  
Daisy,  
Aster,  
Pansy.**GONG SOUP TABLETS—Assorted.****COCOAS—**Van Houten's,  
Tibbles' Vi-Cocoa,  
Cowan's,  
Fry's,  
Lowrey's,  
Baker's.Holland Rusks in pkgs.  
Colman's Mustard,  
Wilson's Root Beer Extract,  
Durkee's Salad Dressing,  
Heinz's Stuffed Olives,  
Heinz's Plain Olives.**AUSTRALIAN RABBIT, 1 lb. Tins.****C. P. EAGAN,**

Duckworth Street &amp; Queen's Road

Advertise in the "Evening Telegram."