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should be absolved. If such a thing could happen he would hang his head for shame. Sir Edward said he regretted the bill had been mixed with Home Rule. Conscripted men, Ireland, either right or wrong, could not be dropped up by Home Rule. He warned the Government, that by introducing Home Rule they might be raising two agitations, one against conscription and another in regard to Home Rule, both of which might affect the operation of the bill. When the Premier was referring to Ireland, Dillon, the Nationalist Leader, said: "If Irish liberty were at stake, I wouldn't hesitate to support that policy. I never challenged the justice of the war. I don't challenge it now. Lloyd George began, 'I don't want to cause trouble.' 'You will get plenty' interrupted an Irish member.

The Railway Passengers Assurance Company, the oldest Accident Company in the world with combined Assets of £27,000,000, is, notwithstanding its heavy losses in the recent disaster, still writing all classes of Accident Insurance. Ask for Prospectus. HENRY C. DONNELLY, General Agent in Nfld., Board of Trade Building, mar7,eod,lm

Photographic Paper.

Velox Gas Light
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We have just received
a fresh shipment of
Velox Gaslight Paper of
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Get your supply now at

Tooton's,
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The Very Latest SONGS at GARLAND'S

"A Mother's Prayer for Her Boy"
"Out There"
"Some Day in Somewhere"
"Three Wonderful Letters"
"Home"
"Hello, Central! Give Me France"
"Then I'll March Right Back to You"
"I'm Sending a Message to Daddy"
"Is My Papa Now in France?"
"A Child's Prayer for Daddy"
"Soldiers of the Nations"
"That's All One Mother Can Do"
"Neath the Light of the Pale Moon"
"Every Girl That Has a Heart"
"Loves a Soldier"
"The Angel of No Man's Land"
"I'm Proud to be the Sweetheart of a Soldier"
"The Widow of a German"
"Him Down"
"When the Sun Goes Down in North"
"If They Ever Put a Tax on Love"
"In the Din Firelight"
"Soldiers of the Nations"
"I Want a Daddy Like You"
"He Sleeps Beneath the Sc of France"
"The Boys in Brown They'll Get the Kaiser's Goat"
"I'm a Devil with the Ladies"
"Only a Rose of Yesterday"
"Somewhere, Sometime"
"What a Wonderful Dream"
"America for Evermore"
"My Dream Girl"
Next Monday you will see our other list of Patriotic, Sentimental, Comic and Dance Music.

S. E. GARLAND,
Music Dealer,
177-9 WATER STREET
MINARD'S LINDENT CURE
DISTRIBUTOR

Florizel' Inquiry.

ADDRESS OF MR. DUNFIELD TO THE COURT, SUMMING UP THE EVIDENCE AND STATING THE CASE FOR THE CROWN.

(Continued from yesterday.)

I now hand in a chart on which I have laid down in red the course which I am following. It is put forward only as a working hypothesis; but accepting the whole of the evidence as substantially true, which I think, as I have said, is disposed to do, I submit that it fits in with the proof of facts. It is clear that the ship lost a certain amount of speed, and that the evidence seems to render it most probable. It may be that she lost a little less speed by the ice, and a little more after midnight, but the force of wind and sea against her. This would not make much difference to the result. It may be that she made somewhat less leeway than I have supposed between 10.30 and 11.30; but that case we should merely suppose. But substantially the last fifty minutes with the evidence as to wind, sea and soundings; it accounts for the light supposed to have been seen at 2 a.m. and for the very heavy fog which would on this theory have been at 4 and 4.50, for the Bull-bait Bantam and Renew Bantam at that time. One thing is evident, that the weather was more severe than the seafaring witnesses will admit; and I submit that the only question really left outstanding is whether the whole error is to be accounted for by underestimation of speed in view of the weather, or whether part of it is to be attributed to the reversal of the Polar current. I submit that the latter is the more probable explanation.

I have heard two other theories of the wreck but have not adopted them. One assumes that the course was changed at all, at midnight, but it still requires a great loss of speed to be accounted for, and 4.50 when there is no reason to assume such a loss. Another assumes that the course was changed to seaward earlier than midnight, which involves the necessity of an incredible amount of leeway to bring the ship where she must have been at 4 o'clock, or else compels us to assume that she turned towards the west earlier than 4 o'clock. Both theories conflict with the details of the circumstances at several points, and also involve flat contradictions of the evidence as to times and courses, and consequently cannot possess the same degree of probability as the theory here set forth which substantially assumes the truth of a large body of consistent evidence.

As regards the blame, if any, to be attributed to the captain, I submit as follows:

It would seem from the chart that

he somewhat overestimated his speed between 8.30 and 9.45 p.m., and in this the third officer was with him; they both reckoned on about 8 knots an hour when in fact the speed by measurement of the chart appears as under seven; this in itself is no great matter. It is clear, however, that it was a very rough night, rougher than the sea-men will admit; it was also thick, and the captain says in evidence that he had never rounded Cape Race before without seeing land somewhere, further south than Bay Bulls. I submit that in view of all the conditions he committed blame-worthy errors of judgment in two things.

First, in estimating distance under these conditions he ought to have allowed for all possible influences which might be against him, including a possible reversed Polar Current. Although this reversal is rare, there is a caution against it on the chart, it is mentioned in all Sailing Directions which we have seen, and it is recognized as an occasional occurrence among mariners and fishermen upon this coast. It is also fully dealt with in the investigation referred to, made for the Canadian Marine and Fisheries Department, the results of which are available here, and ought to be familiar to every seaman going near Cape Race. It may be said that it is not customary to allow for it, because it is so rare; but I submit that in such a case as this, and when responsible for a passenger ship, a captain should allow for all possible influences known to him. In view of the heavy and thick weather and the possible current, and the fact that he was unable to use his log, and was not accustomed to use and did not use the revolutions of his propeller to estimate distance, and that he had seen no land for six hours, he was not entitled to regard as safely fixed a point such as that we have named C. For changing a course to sea, a point so arrived at would do well enough, but for changing it towards land it was not good enough. His course W.S.W. would only have carried him at best only about eight miles off Cape Race. That was not enough margin under the circumstances, and I submit that he was not cautious in proceeding on it at full speed without sounding or some other attempt to verify his position. I submit that on changing course at 4 o'clock he should have proceeded at a greatly reduced speed, say 5 knots, and sounded frequently, say every 15 or 20 minutes. By this means, on the course he supposed, he would have felt his way cautiously over Cape Ballard Bank and thus by 6 or 6.30 a.m. known that he was safe. A steady series of casts, say half-hourly from midnight to 4 o'clock, would have assured him absolutely that he was well outside of the Banks, for between 2 o'clock and 4 he would have obtained a series of about 100 fathoms each, which he could not get anywhere very far inside the course on which he supposed himself to be. Upon the course where I argue that he was, and on or near which he must have been, he would have averaged 20 fathoms or

so less. At 4 o'clock on his supposed course he would have got between 104 and 111 fathoms; at 4 o'clock in the locality where he must actually have been he would have got 50 to 80 fathoms.

But it from 4 o'clock onwards that the principal default, as I submit, occurred. I think that on general principles he might have continued seawards till daylight, but I am not prepared to blame him for not doing so; shipmasters must strike an average between the desire for safety and the necessity of not wasting too much time and coal in over-cautions detours. I do argue, however, that if he turned to the W.S.W. at 4 o'clock he should have proceeded at reduced speed, say 5 knots, and sounded frequently. What would have been the result? On the course he supposed himself to be taking he would over a couple of hours, sounding even half-hourly, have got some such result as follows: (The figures are only approximate, and they vary of course with the position.)

4 o'clock: 104 to 111 fathoms;
4.30 o'clock: 90 to 100 fathoms;
5.00 o'clock: 80 to 85 fathoms;
5.30 o'clock: 75 to 80 fathoms;
and so on, gradually shoaling up to Ballard Bank. But upon the course he actually must have covered he would have got something like this:

4 o'clock: 60 to 80 fathoms;
4.30 o'clock: 40 to 45 fathoms;
5.00 o'clock: about 50 fathoms;
5.30 o'clock: 25 to 30 fathoms;

and a few minutes afterwards would have reached 19 fathoms, 15 fathoms and the shore. There is no line approaching the shore anywhere near the wreck where he could have obtained anything like the series of soundings he would have expected; and the very first sounding at 4.30 could not but have warned him of his danger. As it was I argue that his only cast of the lead at 4.30, and that then as a result of a misapprehension of his order to put out the log, merely deceived him further, because proceeding as he was at 10 knots, such a sounding would permit him to assume that at 4 o'clock he had been a little nearer to Ballard Bank than he supposed, and that at 4.35, when he got 45 fathoms, he was just making the edge of the Bank.

I submit then that the causes which brought the ship to Cape-Hayden were the overestimation of speed between 10 p.m. and 4 a.m., and with it the effect of the rare and unanticipated reversed current; but I submit that a series of soundings, at least half-hourly extending from midnight to 5 a.m., combined with a reduction of speed after changing course at 4 a.m., would have avoided the unfortunate result by warning the captain; and I submit that in view of the conditions he should not have relied upon his own and his officers' estimation of speed during the night, without more accurate means, but should as a matter of caution have sounded and reduced speed as above suggested. For this lack of precaution I submit he may be held to blame.

I submit also that it is the business of a steamship master to be able and accustomed to make use of the revolutions of his propeller as a means of estimating speed and distance. This, one gathers, is familiar in the Navy, and it appeared in evidence that at least some merchant service masters were in the habit of using it. The advantages of this method in such a case as the present, where the log could not be used are obvious; besides which it is said to be a very accurate method of estimation.

In conclusion I think it ought in justice to the captain to be pointed out, to avoid any public misapprehension, that the views I have set forth are simply one theory of the accident, and that the charges made and questions submitted are practically the work of a public prosecutor. There may be excellent arguments to be adduced in the captain's defence, and there may be answers in the negative given by the Court to some of the questions submitted, or a refusal on its part to adopt the theory submitted. In such case I hope it will be clearly understood that the arguments for the Crown should not in any way be regarded as being anything more than they are, namely a statement of the prosecution side of the case. An Enquiry such as this is a mixed proceeding; up to this stage it is purely an investigation; but at this stage it changes its nature and becomes in part a matter, not only for a report by the Court, but also for a prosecution, defence, and condemnation or acquittal, like any other proceeding where an alleged offence by an individual is dealt with.

I therefore submit the following questions:—(Already published in Telegram).—Brian Dunfield, Solicitor for the Crown in this Inquiry.

Everyday Etiquette.

"What is the correct way to eat soup or other liquid foods? From the side of the spoon or otherwise?" asked Jane.

"Soup should be sipped quietly from the side of the spoon," answered her mother.

Tulle is used again on the high collars for evening.
Gold cloth is prominent in both day and evening robes.

T. J. EDENS.

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. lb.

To arrive this week:
NEW ENGLAND FINEST CO.
CANDY:

100 lbs. Signet Choc. Creams.
100 lbs. Royal Choc. Creams.
50 lbs. Acme Mixture.
50 lbs. Coconut Caramels.
50 lbs. Turkish Gum Drops.
50 lbs. Smooth Almonds.

Fresh Halibut.

Due by Steamer to-day,
April 4, 1918:
ORANGES—Calli, Florida.
APPLES—Table (boxes).
ONIONS—Valencia.
LEMONS—California.
GRAPE FRUIT.
NEW CABBAGE.
POTATOES—P. E. L.
APPLES—Barrels.

EGGS—10 cases Fresh Laid.
OYSTERS—on shell.

FRESH SAUSAGES
received daily.

T. J. EDENS,
Duckworth St. and Rawlin's
Cross.

At the Casino.

A full house was present last evening at the Casino Theatre to hear the lecture "From Yarns to Monchy" which was to have been delivered by Lieut. Leo C. Murphy. Unfortunately however, and to the great disappointment of the audience, Lieut. Murphy had not completed his introductory remarks when he was obliged to leave the platform, having been taken seriously ill, necessitating the immediate attendance of Drs. Keegan and Rendell. Lt.-Col. Conroy then announced that he had secured another speaker in the person of Pte. Crockett, R.M.L.I., who after some vocal selections by Miss Brown and Capt. Campbell, A.D.C., gave an address on "The Retreat from Antwerp."

During the evening the C. C. C. Band rendered their usual high class music and Capt. Campbell was heard to advantage in an "Irish Song." Owing to the absence of the speaker His Excellency the Governor and His Grace the Archbishop were not present.

Before closing Lt.-Col. Conroy announced that the proceeds of the evening would be donated to the Patriotic Fund, The National Anthem by the Band terminated the entertainment.

Save the Regiment and the honor of Newfoundland by Selective Conscription.
Eczema Cured
Five Years Ago.
A Treatment Which Has Proven a Wonderful Healer of the Skin—Certified Evidence of Lasting Cure.
The old notion that eczema is a disease of the blood is refuted time and time again by the cures that are daily being effected by Dr. Chase's Ointment.
It matters not what the cause may have been if you apply Dr. Chase's Ointment regularly you will obtain relief and cure of eczema. Here is the proof.
Mrs. Stephen G. Thwaites, Box 205, Jordan, Ont., writes: "My brother had a bad case of eczema on his legs. He was troubled nearly all one fall and winter with it, and could not work for days at a time. He tried different salves and ointments, but none cured him. One day he tried Dr. Chase's Ointment, and it gave almost instant relief. He continued its use, but had not quite finished the second box when he was cured. It is now about five years since then, and it has never returned. We certainly can recommend Dr. Chase's Ointment, and are very grateful for my brother's cure."
(Rev. S. F. Coffman, Vineland, Ont., states: "This is to certify that I know Mrs. Thwaites and the party who she refers to, and her statements are correct.")
Mr. J. E. Jones, 233 University Avenue, Kingston, Ont., writes: "I had eczema in my hand for about five years. I tried a great many remedies, but found that while some of them checked it, none cured it permanently. Finally I tried Dr. Chase's Ointment, and in six weeks my hand was completely better. I would not do without a box of Dr. Chase's Ointment in the house if it cost \$2 a box. I am giving my name to the doctor so that it will get to those who suffer as I did."
Dr. Chase's Ointment, 60 cents a box, at all dealers or Edmundson, Bates & Co., Limited, Toronto. Substitutes will only disappoint you. Insist on getting what you ask for.

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An Appeal

I am addressing this Appeal to all the people of Newfoundland, but especially to those of the Outports.

Your Government have decided to make another special attempt to obtain further recruits for the duties forced upon us by the War. I am anxious to explain to you in simple and strong words why those duties are yours.

In your sea-girt home you have, I know, your own dangers and anxieties to face. As I write this my mind is still full of the appalling disaster to the Florizel. But War you do not realise; you are beyond the sound of the guns which, in the South East corner of England, I have heard day after day breaking in upon the beauty and calmness of the summer air.

That awe-inspiring rumble of the guns which I ask you to imagine—that lurid light on the horizon which I ask you to picture are the signs of a terrible struggle for Right—of a mighty effort to save from ruin, not only France, but every bit of free soil in the world, including this island of which you are so proud. The awful struggle seems to be approaching its climax now and your close kinsmen are in the middle of it.

Some may ask, What is the danger? and it is my purpose to endeavour to make it clear to you.

By some permission of Divine Providence, which we do not understand, a nation of criminals is now attacking all that is just and true in the whole world. Germany has set herself deliberately to violate every law of Right and every principle of Humanity.

Never before in History has a War been planned like this. Hitherto all wars have had some sort of pretext of right or impulse of passion. It has been reserved to the German military party to plot willfully and wantonly a great crime against the peace of mankind.

And the hypocrisy with which Germany supports the crime makes it still more abominable. As Judas treated the Christ, Germany is treating Civilization. Under appeals to God, Germany masks the utmost malignities of the devil. The German nation to-day knows no Law except that of the pagan, the liar, the rascal, the murderer. They are a curse let loose on the Earth. And the task demanded of all of us is to fight and conquer this curse just as in our moral life we are bound to fight and conquer Sin. The Cause is a far broader and holier Cause than that which impelled the Crusaders against the Saracens.

We may thank God that the greater nations of the World have realised the justice of the Cause; and I believe that every man in Newfoundland will one day be thankful that he was at least asked to face this question—"Is it not my higher duty to go out and save humanity from destruction?"

Remember that your wives, your children, your cottages, your boats, are in positive danger if the German breaks through France. As he is treating the foolish Russians, so he will treat every nation whom he touches—America, Canada, Newfoundland, are to him mere objectives for his greedy brutality. He is entirely evil, he has no sense of right and no feelings of Mercy.

This mass of incarnate selfishness is held back by the strong arm of the Allies in France. Will any man of British race decline to do all he can to defeat and crush it?

At this moment the need is specially great, for the Germans are now desperate. They begin to realise the truth of that dread decree "He that takes the sword, shall perish with the sword." At no horror will they hesitate if they can but escape the punishment that is their due.

Now on every man and woman among us lies the duty to bear a hand in administering that punishment a duty not only to ourselves but to posterity. If age or health prevent some of us from going they do not prevent us from following the greatest example ever set to mankind and making the sacrifice of that which is dearest to our hearts.

You young men I ask to listen carefully to the appeals which will once more be made to you in the next few weeks. Believe me that the voluntary act of a man, impelled by the high sense of duty, is far nobler than the mere obedience to the provisions of a public enactment.

One special word I say to women. Try to realise the sufferings of women and children wherever the Germans come; think of the little children starved in Belgium and slaughtered in cold blood in Armenia. Let your men folk stand out and protect you, for in helping them defeat the Germans they are protecting the honour and safety of all their dear ones at home.

G. ALEXANDER HARRIS,
Governor and Commander-in-Chief.

Government House, St. John's,
30th March, 1918.

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WRIGLEY'S



Dear Folks
at Home:

Keep your soldier
or sailor boy well
supplied with

WRIGLEY'S

It's an outstanding
feature of
the war. "All the
Allied Armies are
chewing it."

Relieves thirst
and fatigue.
Refreshes
and sustains.

The
Flavour
Lasts



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MINARD'S LINDENT CURES GAB-
GET IN COWS.