

From Premier Borden of Dominion of Canada.

OTTAWA, ONT.,
April 4, 1914.

The Acting Prime Minister.

On behalf of the Government and people of Canada my colleagues and I desire to express our profound sympathy with the people of Newfoundland in the terrible disaster to the seal-hunters, tidings of which we have just received.

R. L. BORDEN.

REPLY.

April 4, 1914.

Right Honourable R. L. Borden,
Prime Minister, Ottawa.

Sincerest thanks for kind expressions of sympathy from yourself, Government and people of Canada, which I am sure will be greatly appreciated by the people of this Colony.

J. R. BENNETT,
Acting Prime Minister.

AT THE ICE.

CONTINUED FROM FIRST PAGE.
The lightest seal weighed 39 pounds, whilst the heaviest was 82. On the 26th there was even a more remarkable difference of 23 pounds between the heaviest and the lightest, from 50 to 73 pounds were the weights.

The weather generally stormy with thick snowfalls. The crew out on the ice and night coming on, an effort is being made to find them. The shrill blowing of the whistle seems like the crying of great fear or pain, so it appeared to us, who looked out into the gathering mirk for a sign of the absent men. Over 100 men out and no trace of them. Towards evening a boat with wood and coal and a quantity of provisions was put out on the ice in the hope that the men finding it might be afforded some comfort. Towards night the cheerful message came over the waste that our men had found their way on board the Florizel. About eighteen or twenty men were still out and these were located about 9 p.m. They had built themselves a shelter of ice and in the lee of it had made a fire of seal fat. Can anyone picture the gladness felt by those poor fellows when at last the wandering beam of the searchlight rested on them and they knew they had been seen. But their gladness was shared almost to an equal degree by those on board.

The young seals are now taking to the water. Some have entirely shed their coats and now have none but the short dark hair. On the 23rd we were still picking up pans, but found it a hard matter to get about owing to the running together of the ice under the pressure of a strong breeze. A small body of men sent out from the ship and given a direction to follow had not gone far when they were seen to turn from the proper course. A few blasts on the whistle soon recalled them. With a heavy sky and such an uncertain road as a surface of broken ice affords it is a very difficult matter for men to keep their course. The sun is hidden and unless a man is very keen to observe he may soon miss his way. The direction of the wind or some prominent piece of ice afford the only guide. When picking up pans the men may work all night providing the ship can get about.

In the afternoon torches are set on the pans and these serve to show their position at night. On the 25th we struck a fine patch and soon all hands were busy. The men are working with a vim as if each were determined to do his best. There is no friction and all seem to be in good spirits. Capt. Winsor has a method of handling men that ensures the best results. He treats his men with great kindness, and as a result cheerful labor.

The ship is now dirty and greasy beyond imagination. Everywhere is grease from the cabins to the crew's nest. On the 26th we secured about 1,000 seals. Noticed we are drifting southwards, between the 20th and 21st drifting 13 miles. The 27th, moving still. On the 28th there was high wind and snow. Killed a few seals. A big swell heaving in, the ice is rocking and swaying in a manner to make one dizzy.

SUNDAY.—Blowing a stiff breeze. The crew all on board enjoying a well earned rest. It is ascertained that our drift to south and east since striking the seals is something like 80 miles. The ice is a very heavy drift from Labrador, and resembles that seen in Davis Straits and the Far North. On March 30th there was a great rush

for flippers to carry home to friends. Boxes and barrels were requisitioned and in these the dainty bits were packed with ice.

A prospect of going home soon seems to animate all on board with a spirit of fun and every one is in very fine humor. Say a fine rescue of a sealer by his companion to-day. Two of them had left the side of the Adventure and were carried aft into her wake. One man climbed up and got on a very small pan and went drifting down the swirling stream caused by the propeller. With great presence of mind he unwound his hauling rope from his shoulders and threw the end to his companion, by that means saving him from a watery grave. Another line thrown from the edge of the channel was caught by the man on the cake of ice. Soon both were ferried to the firm ice and stood safely among their chums.

Tuesday, March 31st.—Dull, wind N. E., light. Picking up a few seals. As we steam along and a seal is sighted the ship is slowed down to allow a man or two (generally two at a time for safety) to get out after the seal.

GOING HOME.

Captain Winsor has just told me that we will be home to-morrow. I am pleased to know we will be home so soon. There is nothing to interest me now, so it is better that I be home. The sealing voyage for 1914 is about determined now. I hope it has been a good one, for very much depends upon the result. Our country now is in a very great need of successful fisheries, because of the extraordinary financial position in which the Government has placed it.

A young hood killed this afternoon. SNOW STORM. It is blowing a fresh breeze this afternoon and snowing thickly. We are now in very heavy ice. The engines are stopped for the night and in contrast to last night all is quiet and silent on board.

Wednesday, April 1st.—Wind N. W., blowing a fresh breeze, snowing. The sun comes out occasionally, and there is a sign of betterment. Last night was terrific. The news by wireless from St. John's tells us a big snow fall in town yesterday. Streets blocked and street cars stalled.

"MANY A SLIP TWIXT THE CUP AND THE LIP."

Our position to-day very forcibly illustrates the old saying that "there is many a slip 'twixt the cup and the lip." Yesterday it was thought that we would be in St. John's before this time. A little disturbance in the atmosphere, a little shifting of barometer pressure, and here we are still waiting for Nature to establish equilibrium over our little speck of a world, before we may have our way.

About noon some improvement set in. The sky began to clear in patches and the ice began to open up and to relieve the pressure on our ship which all through the night and morning had been severe. The pounding of the heavy ice against the steel shell of the ship sent violent tremors through her and lifted her in its giant arms now on this side, now on that, and such time set her down suddenly into its powerful embrace.

Thursday, April 2nd.—Fine wind N.W., light, cold. The ice is still very closely packed and we are in the same position as that of yesterday. The smoke of other ships may be seen on the horizon. All hands ordered

out to walk towards those steamers to see if there are seals in that direction. They had not gone more than half a mile when eight blasts on the whistle recalled them. The ice seems to open out a bit. About dawn this morning a lot of ice taken on board to melt for water. The ice is not entirely fresh, has a slightly soapy taste and gives alkaline reaction on red litmus paper.

NEWS OF DISASTER.

About noon the news reached us that there are 50 men missing from the 'Newfoundland' since Tuesday. It is also said that the 50 are dead. We cannot get any definite information.

TOO TRUE.

Later messages confirm the first report. This afternoon it was learned that 63 men had perished, and that their frozen bodies had been found, and are now on board the Bellaventure. It is said that some of those found alive are very ill, and may succumb to the effects of their terrible exposure. Poor fellows they have paid the extreme penalty of mortality, but paid it in an appalling and heart-rending manner. They dared death on the treacherous icefloes like so many of their countrymen and their fathers before them, and death is victorious and won out. His harvest is a terrible one, and will leave a trail of pain and sorrow that it will take long years to obliterate. God help and comfort those who mourn, the dear mother, the faithful wife, the loving father, the tender sister and affectionate children who will run no more to meet him who never more comes back. Newfoundland, my country, you demand an awful tribute from those who claim you as their fatherland. You exact of your sons a life of toil and danger. Stout hearted and daring they are and they pay dearly for the sight of being brave. To bring wealth into the country, the sons of Terra Nova cheerfully go forth to wrest the harvest from the stormy waters, and they risk their lives upon the unstable and treacherous icefloes, where sudden storms swoop down and blinding snow hangs an opaque curtain on the scene, shutting out from view the only haven of refuge the tiny ships upon the ice face of the troublesome ocean. Then grim death stalks abroad on the deep, striking down the defenceless ones with remorseless hand. To meet death amidst dead and dying companions on that dreary waste must be awful, where heart-rending sobs mingle with and are lost in the roar and swirl of the tempest. Oh, the agony of that last appealing cry for help, for a help that cannot come, and the mocking laugh of the demons who ride the tempest. A giddy, rocking ice sheet for a bed and the swirling snow for a mantle, they lie down with a sob, one by one and then oblivion. Let us hope that the mercy they cried out for in vain, when death alked about them, may be meted out to them in spirit in that land where no tempests rage, and the father, with outstretched hands came to meet them and conduct them into that happy state where death can never come.

Saw a gull this morning, the first one seen since leaving St. John's. And the only bird except two or three crows seen in the early part of the voyage.

Signs of coming bad weather. There are signs of coming bad weather. All the forenoon the wind had been high and rather biting. As evening approached the wind dropped and the temperature rose considerably. Coincident with the rise in temperature thick dark masses of cloud appeared on the horizon except in the west. Those clouds gradually spread over the sky. Low down they assumed a dark grey or lead color, towards the zenith they appeared blotchy. In the west long streams of stratified clouds hung over a red and orange sunset. After sunset wind veered to East.

(Continued on Monday.)

LATEST SEALING NEWS.

Message to Job Bros., at 4 p.m. from St. Lawrence, read:—

"Sealer passed one o'clock making slow progress, apparently deeply laden; too far off to recognize distinguishing marks."
(Sgd.) FARELL.

From Neptune to Job Brothers.

"Twenty miles N. Cape North, 11 a.m., stemming north, making good headway; ice very heavy; strong breeze from S.W., fine, frosty. Viking and Terra Nova last seen 29th March jammed between St. Paul's and Cape North 20 miles from Neptune; no official report from them but think they have good trips."
(Sgd.) WILCOX.

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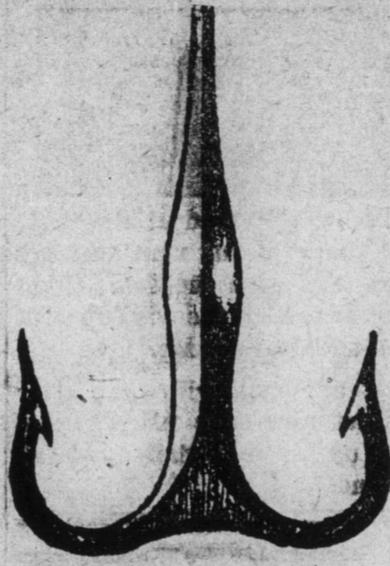
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