

FROM SATURDAY'S SPECIAL EDITION.

The S.S. BELLAVENTURE

Arrives With the Dead

And Suffering Sealers--Heartrending Scenes as Ship Enters Port --- Wide-spread Sympathy With the Afflicted --- Arrangements for Public Funeral Being Considered.

A morning of gloom followed a weary night of waiting for the S.S. Bellaventure with her sad freight of dead and of suffering sealers. Never in the history of the Colony has such a sad scene been witnessed by the anxious relatives and friends of those involved in the marine disaster. The only scene approaching it was that witnessed sixteen years ago when the Greenland brought in some twenty-five bodies of the forty-eight who met a like death that spring. All the morning crowds were to be seen wandering wearily along the street and awaiting the arrival of the Bellaventure. At frequent intervals messages were posted up at the Evening Telegram Office and at the Board of Trade windows, telling of the progress the Bellaventure was making through the heavy ice. News was flashed in that she was at Pouch Cove, and that three steamers were making south, and later that the boat was abreast of her at Torbay, with the intention of escorting her in the Narrows. The harbor with its background of buildings intensified the sadness of the scene with flags at half-mast in token of respect and as a sign that Newfoundland mourned her brave sealers that are no more.

Every arrangement has been made with stretchers and bearers to take the worst cases into the hospital at once, and the less serious cases will be accommodated at the Seamen's Institute. Later the bodies will be landed. Before one o'clock a cordon had been arranged to keep the space open necessary to carry on the work with facility.

STEAMER ARRIVES.

One o'clock came and the story spread that the Bellaventure could not arrive until three or half-past there. When that hour drew near it was learnt for a certainty that the Bellaventure was practically clear of the ice and would arrive at 4.30. When that hour approached the different squadrons from the Brigades and Frontiersmen lined up and formed a cordon around the rope and a squad took up their positions in Harvey's store to keep the public from the wharf, and the Bellaventure, in order that the landing might be effected expeditiously. The Ambulance corps, under Dr. Macpherson, assisted by members of the corps brought down the stretchers and the Reid was fitted out with beds took up their positions in the sheds. With these were nurses. Everything was ready as the Bellaventure with its flag half-mast was seen slowly proceeding at a funeral pace through the Narrows to make fast to the wharf.

A GRUESOME SPECTACLE.

As the steamer slowly made its way to the wharf in front of the bridge, was seen a sight which sent a shudder through those who saw it. For in that pile covered with a tarpaulin lay the sixty-nine bodies of the victims of the ocean tragedy. The bodies had been laid there just as they were brought in from the ice many of them with limbs contracted and drawn up in all postures which the cold had brought about. The order of the day was, however, to deal first with the living, who needed human care and the dead was to be reverently removed at a later hour.

LANDING THE BAD CASES.

The ship was made fast and Dr. Campbell, the port physician, made the necessary inquiries as to the health of the crew, and finding it satisfactory, permission was given for the sealers of the Bellaventure to land. They quickly got ashore and the ship was cleared and made room for the most important part of the work of the Ambulance Corps. A stretcher was equally placed on the rail and with a doctor in attendance the first case was dealt with. The stretcher was kept level on the rail and a covered up body of one of the worst sufferers and the most serious cases was slowly, tenderly and carefully lifted from a state-room and placed on the stretcher and they were very carefully covered with blankets and coverlets and very carefully removed from its difficult position on the rails and lifted down to the wharf and carefully removed to the shed and placed in the ambulance car and driven slowly up to the General Hospital in care of a nurse.

FROZEN FEET.

This is a typical case of the way in which each of the worse cases was handled. In a short time several stretchers were in use. A doctor in attendance examined each case and superintended the removal of it. In all there were twenty-two cases, although they were not all extremely bad cases, where there was a need of the use of the stretchers. This arose from the fact that on the Tuesday of the storm, the first day when the blizzard came up, many of the men fell in the water and got their feet soaked with water and their boots filled. This led naturally to frozen feet, and this is what many of the men are suffering from.

FIFTY HOURS OF EXPOSURE AND COULD WALK.

Another form of suffering was ice-blindness, and a number of those landed wore dark glasses. Some of the men who had not frozen feet were able to walk. Typical examples of this were Dick McCarthy and J. S. Hiscok, of Carbonear, who were able to walk, although one of them had on his boots the first time since the disaster, to walk to the Institute. Both of these had swollen wrists, swollen necks and bore sores and marks which were the results of frost bites. They had come through it all some way. They hardly knew how. But they had managed to get back to their own ship after fifty hours' exposure on the ice. They had been out all Tuesday afternoon and night, all Wednesday and passed through the bitterness of death in the terrible blizzard of Wednesday and somehow or other they managed to walk back to their own ship, the Newfoundland, and reached her early on Thursday morning.

BROKE DOWN.

One of them had lost a brother, and when he saw his father in the Institute, both sat down and wept. All the serious cases which might need surgical aid and careful medical attention were removed to the General Hospital, where everything was available for giving speedy attention to all cases where gangrene might set in. The less serious cases were taken to the Institute, where doctors and nurses were in attendance.

BOARDED STEPHANO.

Capt. Winsor told us that his barometer on Tuesday morning gave no indication of the approaching storm. His own men were out, but only a few of them as there were not many seals around, during the morning he got them all in as he saw a storm approaching. The storm came on very quickly and in a short time it was impossible to see the length of the ship. The Newfoundland men who had boarded the Stephano, under the direction of the Captain, Wesley Kean, as they were leaving the Newfoundland made for a patch of seals two miles off the Stephano, being directed thither by Capt. Abraham. They found the seals, about 200, but then the storm came up and they could get back neither to the Stephano which they knew had left, nor to their own ship. They kept much together and nearly all the dead bodies were found together, many of them falling never to rise again and knocking down others in their fall, some of these never rose. Others rose and struggled on.

HOW THE NEWS REACHED THE BELLAVENTURE.

Early on Thursday morning, a man was seen struggling towards Bellaventure, and then there were many astray. The straggler told them two others were following. Capt. Randall ordered his men out. "Never mind the seals, boys, get out and look for the men." The men took with them food, medicine and spirits to revive those in need.

DIED ON HIS KNEES.

As they moved along they found a boy of seventeen whom they gave food and a drink and after that he manfully made for the ship. Then they moved and came to the pans containing the dead, dying and sore stricken sealers. Most of them they found dead, others barely alive. Some fell down and died as they reached them. Capt. George Fowles tells us one man died sitting on his knees as he was being held up and stimulant offered him.

REMOVAL OF DEAD.

Shortly after six o'clock the afflicted sealers had all been removed and the tarpaulin was removed from the bodies heaped in the well of the ship. Reverently they were lifted, removed to a van, and taken to the Grenfell Hall to be laid there for identification. Their relatives and friends are being admitted to-night to identify them. The dead who belong to the outposts will be sent home, as their friends wish. The others will be interred here probably on Monday.

IMMENSE CONCOURSE.

The S.S. Bellaventure, Capt. Randall, arrived in port from the icefields at five o'clock this evening, bringing besides her own crew and 14,000 seals, 60 dead bodies out of 77 and the injured men belonging to the S.S. Newfoundland, who were caught out in one of the worst blizzards that ever swept the Northern Atlantic and which caused the most horrible marine tragedy ever recorded in Newfoundland history.

The coming of the Bellaventure had been anxiously awaited by the whole country which is left to mourn the loss of 77 of its hardy toilers and seafaring men.

Long before the ship put in an appearance an immense concourse of people blocked Water Street near the King George Institute, which was also besieged several times during the day when "Bell" was reported to be within speaking distance of St. John's but unfortunately since last night she was jammed in the ice coming through Baccalieu being unable to make any progress and in consequence was detained several hours. However, the hoisting of the signal at Cabot Tower denoted that she.

SHIP WAS NEAR.

and when she rounded the Northern Head, a great multitude of people men, women and children, hastened to the waterfront to hear the sad story of the disaster from the survivors who had undergone a terrible ordeal. The ship steamed up the harbour with flags half-mast and berthed at Harvey and Company's pier. Dr. Campbell, Quarantine Officer, was the first to board the ship, examined the crew and gave a clean bill of health. Several newspaper men then went on board.

STORY OF THE SURVIVORS.

A Telegram representative first interviewed three rescued men, belonging to the Newfoundland, who figured most prominently in the disaster. Their names are Jessie Collins and Cecil Tiller, of Bonavista Bay, and Michael Sheehan, of St. John's. They said after leaving here on March 10th the Newfoundland, in charge of Capt. Wesley Kean, proceeded to Wesleyville, there 35 more sealers were signalled on, making a total crew of 189. On March 12th the ship left for the north in company with the Eagle, Bloodhound and one other. Very little progress was made owing to heavy ice conditions. On March 17th (St. Patrick's Day) when the ship was off Cape Fogo jammed 250 old seals were filled and stowed down. Search for the whitecoats was then made only to be impeded badly by ice so much so that after 13 days steaming, butting and making little or no headway each day she reached the Funk Islands.

ON MONDAY, MARCH 30th.

All the sealers directed by their master watches left the ship at 7 a.m. and walked until they were out of sight of the ship, a distance of about 15 miles. At 11.30 a.m. that day the Newfoundland's crew boarded the Stephano to have something to eat. At 12.30 when they were finished their "mug up" there was a heavy swell on in the sea, accompanied by snow flurries, but even then the weather glass did not indicate that a storm was approaching. However, some of the Newfoundland's crew, notably the second hand, were told by the three survivors mentioned, were doubtful about leaving the Stephano on account of the apparent weather outlook, that is, judging by the snow flurries and heavy seas. Capt. A. Kean told the Newfoundland's men to go to a patch of seals two miles off which was then in the direction of the S.W., as he had to leave and go pick up a contingent of his own men who were six miles off. The Newfoundland's men acted upon Capt. A's advice and again took to the ice. They made for the seals and found about two hundred.

THE STORM WAS THEN BEGINNING.

They were divided into three watches of nearly 40 men in each and separated about a half mile apart. Towards evening it became dull, with the snow very thick, but nothing of any great consequence and nothing to warrant anxiety. The wind was S.E. but when the night was well advanced shifted to N.E. The men began to feel hungry as the lunches, comprising a few cakes of hard bread each, were exhausted. The men were unable to see beyond the length of themselves and made "houses" out of planks of ice. Shortly after midnight or early Tuesday morning the wind increased in violence. The temperature was not very cold, though thirty men, including four master watches, died on the ice.

DIED HARD DEATHS.

We were told in a rather dramatic way how these unfortunate 30 men succumbed. Some died dancing, others cheering, more singing, others became frantic while a few dropped dead. During the balance of the night some of the survivors who had stout hearts lit fires and burnt seal pelts and gaffs to try and console those who were getting despondent. Some of the men after suffering a certain amount of untold hardship and exposure would lay down on the ice to die. Some poor fellows became afflicted with "mirage" and would say "I am going into the fore-castle" when they walked into the water and got drowned. These bodies were never recovered and supposed to be the eight missing from the entire list. Others when they came to an advanced delirious state grovelling and almost tore themselves to pieces. Many men did not become unconscious fought against death and are still alive. A particularly noteworthy feature is that there was a total

ABSENCE OF COURAGE DISPLAYED.

Every man played a man's part heroically and well. On Wednesday, April 1st, the survivors badly worn out, frostbitten and in a half dying condition and with their fellow shipmates lying dead beside them, hung their coats on gaffs and attracted the attention of the Bellaventure which proceeded with all haste and took the survivors on board by the aid of stretchers first, and then the dead bodies were hoisted aboard and iced down. All the survivors, though badly frostbitten, improved while on the Bellaventure and though some were in a serious condition, will, no doubt, recover. When the Bellaventure was picking up the corpses on the ice the Newfoundland hove in sight and 13 of her crew who were rescued by the Bellaventure went on board. The Stephano picked up two bodies and the Florizel nine. These were transferred to the Bellaventure and brought on shore.

STORY OF CAPT. RANDALL.

Capt. Randall's story is in brief a confirmation fairly exactly of that related by the survivors. He says he never saw such heavy ice and reports terrible weather experienced. Capt. Randall picked up a wireless message on his way home stating that the vessel reported off Cape Pine was a square rigger and not a sealer.

Appreciation Possibilities

Although it has only recently entered the revenue-producing period, the Sherbrooke Railway & Power Company is already earning more than sufficient to take care of its bond interest.

In addition to this showing three new power contracts, lately closed with Sherbrooke industrial concerns, will bring in \$22,000 more NET revenue annually. These contracts are with the Canadian Brakeshoe Company, the Canadian Connecticut Cotton Mills and the Panther Rubber Company—amounting to 1250 H. P. altogether.

When the Company has disposed of all its power the net earnings should be in the neighborhood of 2½ times the bond interest. But long before then the Bonds will have climbed considerably above their present low figure of 78 p.c. and interest, which returns the handsome yield of 6½ p.c.

Special report and illustrated booklet may be had on request.

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EST'D 1873

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Correct List of the Victims of Newfoundland Disaster.

D. Abbott, Doting Cove	James Ryan, Fermuse
Adolphus Howell, Newtown	Noah Tucker, Elliston
Banl. Chalk, Elliston	Fred Pearcey, Winterton
Robt. Brown, Fair Island	John Taylor, Long Pond
Fred Hatcher, Cat Harbour	Percy Kean, Valleyfield
A. Dowling, Newtown	A. J. Crew, Elliston
T. Hick, B.V.	Charles Warren, New Perlican
M. Joy.	Eli Kean, Pound Cove
C. Foley, Placentia	E. Howell, Newtown
D. Cuff, Doting Cove	Job Eastman, Greenspond
W. J. Tippet, L. Catalina	Reuben Crew, Elliston
A. Kelloway, Carbonear	F. Carroll, B.V.
N. Tippet, Catalina	A. Goodland, Elliston
A. Malmont, Shambler's Cove	M. Howell, Newtown
J. Piccott, Fair Island	W. Fear, Thornhorn Road
J. Hiscok, Carbonear	A. Seward, New Perlican
F. Collins, New Harbour	R. Malmont, Greenspond
V. Torming, Bonavista	D. Carpenter, Catalina
T. Chalk, L. Catalina	W. Lawlor, Horse Cove
R. Matthews, New Perlican	A. Maloney, Bay Bulls
A. Tippet, Catalina	J. Brazil, St. John's
P. Seward, New Perlican	Daniel Downey, St. John's
S. Cuff, Bonavista	W. Olsen, St. John's
R. Bastow, St. John's	C. Davis, St. John's
W. Oldfield, Elliston	S. Donovan, Petty Harbour
E. Tippet, Catalina	J. Ryan, Gouls
P. Lamb, Red Island	J. Butler, Pouch Cove
R. Marsh, Deer Harbour	V. Butler, Pouch Cove
J. Williams, Ferryland	B. Jordan, Pouch Cove
J. Bradbury, Bay Roberts	T. Jordan, Pouch Cove
P. Corbett, Clarke's Beach	Mark Howell, Newtown
A. Warren, Hant's Harbour	Peter Gosse, Torbay
John Mercer, Bay Roberts	

List of the Saved.

At 4 p.m. yesterday Capt. A. Kean

wired to A. J. Harvey and Co.:—"Alongside the Newfoundland in company with Bellaventure. Just compared notes with Captain Randall. Out of one hundred and eighty-nine men, one hundred and twelve are live, and 77 dead, sixty-nine of which are picked up. The saved are as follows:—

Captain Wes Kean, St. John's.
Geo. Tull, Wesleyville.
John Skinner, St. John's.
John Maher, St. John's.
W. Leary, St. John's.
W. Woods, St. John's.
Rich. Rodgers, St. John's.
W. Eagleton, St. John's.
John Power, St. John's.
Thomas Williams, St. John's.
Pat Bennett, St. John's.
E. Barrett, St. John's.
Ed. Whalen, St. John's.
James Bracer, St. John's.
Erle Martin, Pouch Cove.
Wm. Lundrigan, Salmonier.
Arlet Greene, Hant's Hr.
Joseph Francis, Hant's Hr.
Ronald Critch, Hant's Hr.
John Harris, New Chelsea.
Hy C. Kelloway, Perry's Cove.
Jas. Barrett, Old Perlican.
Rich. Cooper, Bonavista.
Sam. Russell, Bonavista.
Terence Moore, Turk's Cove.
Joseph Kendall, Bonavista.
Arthur Abbott, Bonavista.
Edward Short, Hant's Hr.
Chas. Evans, Hant's Hr.
Wm. Evans, St. John's.
Jas. Douvcan.
Benl. Percy, New Perlican.
Wm. Pitts, New Perlican.
John Conway, Turk's Cove.
Geo. Pitts, New Perlican.
Edward Peddle, New Perlican.
Wm. J. White, New Perlican.
Jacob Dalton, Catalina.
John Keel, Bonavista.
Frank Seward, Hant's Hr.
Sam Street, Bonavista.
Wm. Woodfine, Northern Bay.
Geo. Siagg, Bonavista.
Wm. Hickey, St. John's.
Frank Ryan, Turk's Cove.
Tobias Cooper, Bonavista.
Wm. Conway, Turk's Cove.
Hubert Moors, Turk's Cove.

John Cooper, Bonavista.
Geo. Lenthorn, Bonavista.
Robt. McCarthy, Carbonear.
Hugh Monland, Bonavista.
Fred. Marsh, Bonavista.
Thos. Ryan, Turk's Cove.
John E. Hiscok, Carbonear.
Sam. Moulard, Bonavista.
Arthur Moulard, Bonavista.
John Moulard, Bonavista.
Thos. Monland, Bonavista.
Thos. Grooves, Bonavista.
Thos. Chard, Bonavista.
John Dooley, St. John's.
John Hayward, Bonavista.
H. Constantine, Pouch Cove.
John Antle, Turk's Cove.
John Tizzard, St. John's.
Geo. Adams, H. Grace.
Wm. Porter, Elliston.
Simon Trask, Elliston.
Ben. Leary, Carbonear.
Chas. W. Green, St. John's.
Pat. Hearn, St. John's.
Hedley Payne, Greenspond.
Robert Hicks, Musgrave Harbor.
Arthur Moulard, ———.
Jesse Collins, ———.
Jacob Bonay, ———.
Luke White, ———.
Ralph Monland, Musgrave.
Wes. Collins, Newtown.
Sydney Jones, ———.
Levi Hancock, ———.
Jas. Donovan, ———.
Ellas Monland, Bonavista.
Ger. Tremlett, Bonavista.
Hugh Monland, Bonavista.
Noah Greeley, Kelligrews.
Jerry Conway, Turk's Cove.
Stephen Gordon, Pouch Cove.
Thos. Dawson, Bay Roberts.
Thos. Doyle, H. Grace.
Az. Mills, New Perlican.
Jos. Rogers, St. John's.
John Fisher, Bonavista.
Jas. Porter, Elliston.
Chas. Martin, Elliston.
John Howlett, Gouls.
Michael Tobin, Fermuse.
Mike Sheehan, St. John's.
Phillip Abbott, ———.
Wm. Cuff, ———.
Robt. Winters, ———.
Joshua Holloway, ———.
Phil Temple, Newtown.
Cecil Moulard, Musgrave Hr.
Thos. Templeman, ———.
Cecil Tiller, Newtown.
Stan Andrews, ———.
Fred Hunt, Wesleyville.
— Donovan, ———.

BY REQUEST OF OLD PUPILS.

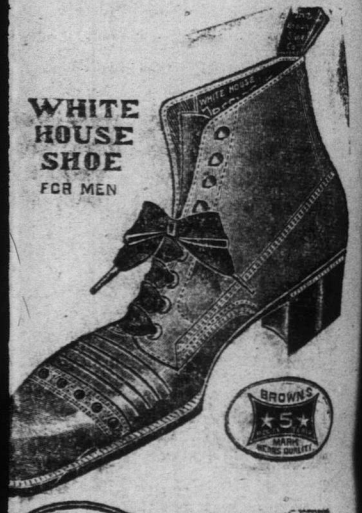
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