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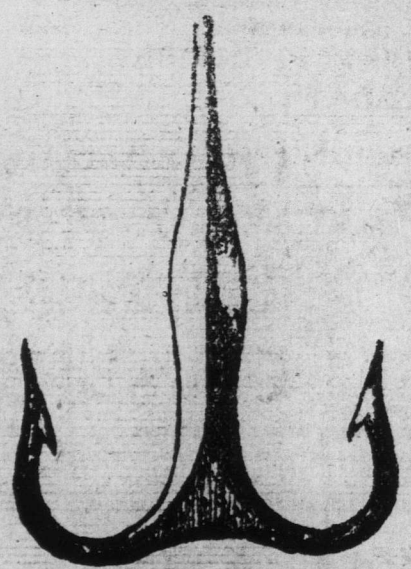
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The Newfoundland Disaster Enquiry Before Judge Knight.

YESTERDAY MORNING.

CAPT. A. KEAN (Continued).—When I dropped the Newfoundland's crew at 11.40 there was a pecking snow but little or no wind from S. E. I told George Tuff to take the bearing of his ship, which he did with me from my bridge compass. She was then due S. E. I saw her quite distinct, I thought he also saw her but he seems not to have. Tuff said to me I think we will have weather but it is very soft. I told him I thought it would be mild, it's a very fair glass. Tuff then told his crew to get out as quick as possible if they had finished their dinner. Then we got back and began picking up our seals. About 1.30 the wind increasing to a fair breeze with snow falling faster, I got a message from the Florizel that I was to look after his men, he would look after mine, as some of his men were on the ice near where I picked up the Newfoundland crew. Shortly after some of his men came on board and their ice-master, Robert Nesworthy, told me they were all there 5 or 6. I told them to stay on board until we met the Florizel later. Between 2 and 3 the wind pitched in a flurry, which is unusual with a S. E. wind, with blinding snow storm. As the storm came on we blew the whistle constantly and moved slowly along to N.W. towards our men, picking up a pan here and there when I got word from the Florizel that she had three of our watches on board, but George March's watch is missing. I told him to come to me slowly, keep the whistle going. I will do same towards you. About 5 minutes after getting the message we picked up March and all save 3 of his men. They reported these 3 men lay a short distance away, one had fallen in the water and could not get along very well. Three or four minutes after we had all our men except what were on the Florizel. Soon after we got to that ship and exchanged crews. This was about 3 p.m. As soon as I got my crew from the Florizel I turned in search of the Newfoundland's crew, concerning which I had but two thoughts, and that they had fallen in with seals and were panicking too long, in that case they would make for us, as I had told Tuff the ice was small and good to travel over and he knew all about the bad. If they are coming to us we will have them sure, as I knew Tuff would follow the line of carcasses that would bring him amongst our flag. Kept our whistle constantly blowing and picked up a pan of seals occasionally. About six o'clock I saw a flag ahead which looked blacker than ours, went near enough to see it was the Florizel's flag, and that I was in exactly the position as when I picked up the Newfoundland's crew. By this time the ice was packed so tight that we had great difficulty in moving and could not turn. The wind had veered two points, being then about E. S. E., kept whistle blowing but felt certain Tuff could not have come to us, or he would have reached us then, kept whistle blowing until 8, when I was sure he had not stopped panicking but left in time to board his own ship and felt sure he was on board of her. The second thought I had was that I had the time when my barrelman reported the crew having left their vessel at 9 a.m., they got on board my ship at 11.20, during which they had walked over very heavy ice. I took them clear of that big ice and thought if I only took 2 hours 20 minutes to walk 4 1/2 or 5 miles, they could without trouble walk from the Stephano's flag to the Newfoundland, but unfortunately, as I learned afterwards, that the crew had left the Newfoundland at 7 instead of 9 as I had been informed. I account for my barrelman's mistake as because the men must have been on high ice when he saw them, and coming in line with their ship's bow, it appeared to him. I judged the Newfoundland to be about 3 miles from us when I put her crew down, but not more than 2 miles in big ice. My ship was jammed from 8 o'clock Tuesday night until 9 Wednesday morning.

As to the course steered and the distance run while the Newfoundland's crew were at dinner as recorded by some evidence, it is not easy for men to know these things when they were below and could not see. In connection with the Newfoundland witness read the following clipping from the Telegram on Monday 6th inst.—From stories gathered from the survivors of the Newfoundland's crew at present in the King George Institute, it is plain the question arises whether Captain Abraham Kean is to be held morally responsible for the great loss of life among the men sent out by the Newfoundland on March 31st. Was there an error of judgment by Capt. Kean, who sent men away from his ship to join their own some miles away? Did Capt. Kean blunder as many a man may do, and can it be proven that there was reasonable expectation of an approaching storm at the time when he sent those men away? When it comes to mere judgment by the senses as to coming bad weather, of course there is always a difference of opinion even among the most sagacious, or weather wise. But then the Captain of a ship has mechanical aid to his judgment. He has his barometer and thermometer to warn him. Did Captain Kean consult those instruments, and what were his grounds for expecting moderate weather to continue long enough to permit those men to rejoin their ship? How did he interpret the reading of the instrument? These are questions that must be probed.

AFTERNOON SESSION.

CAPT. A. KEAN (Continued). commenting upon the Telegram's article said he did not think the article was written because of any ill feeling on the part of the Editor or Proprietor of the Telegram against him, but must have heard from survivors some comments as to his action, but whether publishing it before any evidence was taken is doubtful. To my mind the article could have but one effect on those whose friends were lost, and if there was blame on my part, they could only consider me a monster in shape of human. I want to remark as to my connection with the barometer and thermometer to which reference is made. I am fortunate from the fact that for the first time since I commanded a steamer the log was written by a man other than myself. Mr. Martin, Chief Officer of the ship in summer, wrote the log for me. After reading the article I asked Mr. Martin for his log and whether he had marked the reading of the barometer. He always did, and that day particularly, turning to the log I copied the reading of barometer and thermometer for March 31st and 2nd and 3rd April as follows: On March 31st, at 5 a.m. the barometer was 29.75, at noon 29.50, at 10 p.m. 29.40, which was the lowest register during that storm. The thermometer at 10 p.m. was 16 above zero. On April 2nd the barometer registered 29.30, the thermometer 39 above, so that on April 2nd, a fine day, the barometer was ten tenths below what it was on March 31st. On April 2nd at noon the barometer was 29.10, 20 10th lower than the day before, and at 4 p.m. on that day it was 28.95 with far less wind than we have here today. I have had considerable experience with a barometer, my earliest recollection being of one in my father's house. So far as the seal fishery is concerned the man who watches his barometer and only puts men on the ice when a fine day is indicated, he will soon have no ship with a barometer to watch. Scores of times during 28 years' experience, a barometer indicates good weather when we have had stormy, and often stormy when it was very fine, and unless for an exceptional high or low glass I would pay but little attention to it. With an exceptional high or low glass if we had men to go on ice out of sound of whistle, we would charge

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the men to be very careful. When crews are working seals near the ship would tell men if weather became thick and unusual, extra signals would be given. Have put men on ice in as bad weather as any man out there, subjected to as great risks, but up to date never seen a dead man, or one with a broken limb on board my ship. The article states that at noon, an hour after the men left my ship, the storm was on, or that this was the weather where the Beothic was. This would be no proof, if true, that we had such weather, for my experience on the coastal boat shows that often a storm of wind with rain or snow, at times hours ahead of a place only a few miles away. When I ordered the Newfoundland's men out on the starboard side of the ship it was because we always order men out on the lee side, because the ice is likely to be loose on the windward side, and a captain taking his ship into ice would order his men out where the ice was tightest. The seals these men were going to lay over on our starboard bow. There is more reason on board the Stephano for directing the men as to which side they shall go over, because from the stem of the ship to the first ladder is 38 yards, from the last ladder a distance of 52 yards. The only motive I had in ordering the men over the starboard side was to save them time and exertion, and I never treated the Newfoundland's crew any different to what I have always treated my own men when sending them out on ice. Should I forget to say which side, I would soon hear from the deck which side, and no captain would want his crew to get over on the port side if the seals were on the starboard. (Witness's attention was drawn to the evidence that the Newfoundland's crew had to cross the Stephano's bow to the port side.) My ship's course was S.S.E. when I stopped. The seals to which I directed the men lay on my starboard bow. When I put the men on the ice I saw no seals on my port bow, but sent them on my starboard bow. After the crew got away I went full speed ahead with a port wheel, which would mean that in a short time they would be on my port bow, but that would be because the ship had turned. I have, after looking back, concluded that only one act of mine that day could have saved the unfortunate men, and that would be total indifference to them. If I had attended to my own work instead of going back for the Newfoundland's crew; if I had paid no attention to them, let them have their long tramp for nothing, they would probably have reached me between one and two, when they would have remained. I acted, however, with the best intention and motive for the men. By going back I was lessening their journey, by giving them food I was strengthening them for their work, and by taking them two miles nearer their own ship I thought they would be able to pan some seals and get aboard their ship before night. Wednesday morning the weather was very rough and the ice very tight. We made no attempt to do anything till late in the morning, when we went and picked up one of the Florizel's pans, and sent a message to her saying I have picked up your pans, you pick up what you see of mine and keep tally of them. (See 6th page.)



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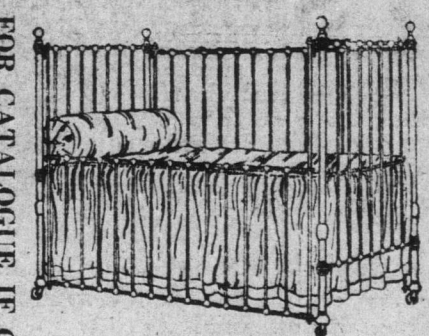


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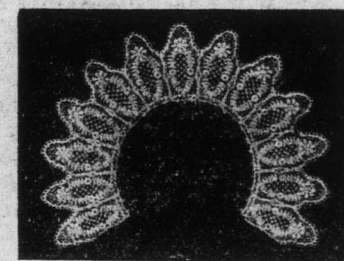


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