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Steer Bros

OFFICIAL INVESTIGATION "NEWFOUNDLAND" DISASTER.

(Continued from page 5)

ship. When we stopped I heard several men say it was only one chance in 100 that we would get to our ship, several thought we would. This was an hour after leaving the Stephano. I heard men say we should have stayed on the Stephano. Was not near Jesse Collins. did not hear what he said. I was picked up by the Bellaventure.

When I left our ship had 5 or 6 cakes of bread and some oatmeal. Could have had more.

Sky Was Overcast
Saw the sun on Tuesday morning, saw no sun hounds. The sky was overcast. I don't know but if the master watches had asked Capt. Kean, he would have let us stay on board. I was not worrying.

To Mr. Mews.—An hour after I left the Stephano I said to my friend Easton, who is dead now, I thought we would be out all night.

Joshua Holloway (sworn), examined by Hutchings, K.C.—I belong to New Harbor, B.B. I was in the Newfoundland this spring, this was my 6th spring.

On March 31st we left towards the Stephano to pan seals. It was fine when we left, saw the sun and a sun hound, the sky was overcast, and it got thicker as we went along.

Reached the Stephano at 11.30. Saw some of our crowd turn back. I had a mind to turn back too. I was in the middle rank near those who broke off. It was not snowing then. I said to Alfred Malmont, now dead, will we turn back? He said, "if the rest can do it we can." meaning to reach the Stephano.

Saw Capt. A. Kean on the bridge, heard him say "hurry up, boys, get aboard and have a mug up."

I had hard bread and butter and cold tea, did not have time to eat it before we were called up. I was one of the last to go down. All the men except 6 were on the ice when I came up.

Told Them to Hurry
Capt. Kean said, "if you don't hurry I'll carry you away from the seals." Heard him tell our second hand that our ship bore S.E. Could not see our ship when we got on the ice, it was thick. Could not see her when we first boarded the Stephano.

None of our men objected to leave the Stephano, we left it all to the master watches. Heard our second hand say the Stephano was going 6 miles for her men, then I knew we were not going to her again. Before this I thought we were going back.

When we first got aboard I did not think we would leave her at all. I stopped with the crowd who were killing, but did not kill any myself. We later joined the main crowd on the way to our own ship.

While our crowd were stopped killing I heard some wonder where we would get at night. I thought when the Stephano turned that we would be out all night. The storm was at its height when we reached the seals.

I was picked up by the Bellaventure on Thursday a.m. When I left I had

2 cakes of bread and could have had more. Came out of hospital yesterday. There is nothing else that I have to say.

Mean Bad Weather
To Mr. Mews.—Sun hounds mean bad weather, according to the seasons. We were about 7 miles from the Stephano. We were 4 1/2 hours walking.

The ice was heavy, could not walk in a straight line, so that we had further to walk. Did not speak to the men who went back, but thought it was on account of the weather.

To the Judge.—I think we should cover two miles an hour in a straight line over ice in the condition on which we travelled, but would cover by taking a zig zag course of 3 miles.

To Mr. Mews.—I thought when we reached the Stephano we would stay on board as the weather was on. I don't know of any instructions from Capt. Kean about this. Only my self and two chums thought this. We did not discuss it with others, and heard no other say anything.

The weather was bad when we left the Stephano, blowing a strong breeze with thick snow. Capt. Kean was in a hurry to pick up his own men before the weather got bad. I heard him say this, he had 6 miles to go. This was about 12 o'clock. This would be early on a fine day to pick up crews.

We picked up our path and just before night fell lost it. Jesse Collins kept the men in good humor as far as possible.

I heard no objection to leave the Stephano from any one, never heard that anyone tried to stow away.

To the Judge.—I don't think we could have reached our ship if we had gone straight from the Stephano. It was too late.

Afternoon Session.
The hearing was resumed at 3 p.m. Charles W. Green (sworn), examined by Hutchings, K.C.—I am a master mariner and was navigating officer on the Newfoundland this spring. (The articles of the Newfoundland were then produced). The dead men are shown by the letter D after their names; the word "missing" is written after those not recovered, there is a cross opposite the names of the men who had not left the ship and those who survived.

There were 77 dead men, 69 bodies were recovered. The "tick" in front of some of the names was made by men after the nine men returned on Thursday morning, and represent those on board then. I kept the ship's log which I now produce.

I observed the barometer generally every four hours and noted its readings. At noon March the 30th the barometer registered 30.36, at 8 a.m. on the 31st 30.40, at 4 p.m. 30.15, at 8 p.m. 29.80. On April 1st at 8 a.m. 29.50; at noon, 29.50; at 4 p.m., 29.70; at 8 p.m., 29.80.

Great Excitement
On April 2nd I did not note any readings, this was the day the men came on board. There was great excitement and everybody was busy.

On April 3rd at 8 a.m. the barometer 29.20; at noon, 29.45; at 4 p.m., 29.60, and at 8 p.m., 29.70. The glass gradually went up then until 8 p.m. on the 5th, when it read 30.40.

The log read as follows: Monday, March 30th, begins with fine, clear weather and heavy swell, moderate breeze from N.W. Ship steaming to W.N.W. 8 a.m. Florizel and Stephano in sight; 10 a.m. spoke Florizel; noon fresh breeze and dull sky; 4 p.m. clear weather, wind light from N., two more steamers in sight, 6 p.m. ice very tight, heavy swell, wind light and variable.

Tuesday, March 31st, begins with fine clear weather, overcast sky, wind fresh from S.E., ice tight, ship jammed. 6 a.m. crew walking towards Stephano.

Florizel and Bellaventure in sight, in seals; noon, wind freshening and drifting snow. 1.30, 32 men returned, remainder having boarded the Stephano. 4 p.m., moderate gales with snow; 8 p.m., no change; 10 p.m., strong gale and drifting snow, ship burned down.

No Headway
Wednesdays, April 1st, begins with strong gale from north and drifting snow; ice packed close, ship jammed. 8 a.m. the same. Noon strong gale and sky clear. 4 p.m. wind moderating and weather clearing, 5 p.m. ice giving a little, ship working to W.N.W. 8 p.m. blowing gale from N.W., fine, clear and very frosty, 11 p.m. wind moderating, ice tight, ship making no headway.

Thursday, April 2nd, begins with fine weather and fresh breeze. 4 a.m. began steaming to Stephano to recover part of crew which we believed to be on board her, 6 a.m. some men seen on ice walking towards us and sent men to meet them. 8 a.m. second hand Tuff and others were taken on board and reported that they left the Stephano Tuesday afternoon to pan seals. Thick weather prevented them from getting on board ship.

All the men returned are frozen bit and report many more frozen and dead. Stephano and Bellaventure began searching the ice for men.

Picked Up Sixty
Bellaventure reported picking up 60 of our men at noon; Stephano 1. Ice close and heavy, ship not making any headway. 8 p.m. light breeze from S.E., clear weather and overcast sky.

Friday, April 3rd, begins with dull sky and thick weather. 8 a.m. weather clearing, 9 a.m. the Stephano steamed alongside with 2 of our men alive and two dead, which were transferred to Bellaventure.

After calling roll all sick men on board were transferred to Bellaventure. 3 p.m. got under way. 4 p.m. spoke to Florizel; moderate breeze, northerly, spitting snow, 8 p.m. fresh breeze N.W. and dull sky.

I wrote this log on the ship each evening, having taken notes during the day. We bore up for home on April 3, after the sick men had been transferred to the Bellaventure, and

arrived at St. John's on Tuesday, April 7, at 8 p.m.

Varied Experience.
To Dr. Lloyd—Have been a master mariner five years, foreign voyages. Was navigator in Beothic once. Have been three years in the Arctic regions in Canadian Government service, on the S.S. Arctic as 2nd and 3rd officer, from 1906 to 1909. Wintered in 1906-7 at Pond's Inlet, Baffin Land. In 1908-9 we wintered in Winter Harbor, Melville Island. Between whiles was at Quebec refitting. Have been to Greenland, master of S.S. Kite, in 1911. In 1912 in the Neptune, master in the "Lucky Scott" expedition to Baffin's Land. Know ice fairly well.

I noticed that in working to the westward during week of disaster we worked through strings of heavy ice. On Monday, March 30th, the ice was heavy and rafted. From Friday, 27, to Tuesday, 31, we were in heavy rafted ice.

The plan marked 'A.K.I.' showing the lay of ice and the dividing line between the heavy and smaller ice, appears to be correct according to my observation.

On Wednesday evening we steamed through heavy ice N. W. to W. about five miles, and I observed the Stephano steaming Tuesday morning, clearly in loose, whelping ice.

Very High Reading.
The barometer showed 30.60 at noon March 30th; don't think I have seen a higher reading than taken this year. The change from 30.60 at noon to 30.40 at 7 a.m. on Tuesday was nothing to excite any apprehension of weather. The drop from 30.40 at 7 a.m. to 30.15 at noon was considerable. This would indicate more wind and weather; this gave notice of the gale which came. The drop of another 35-100ths at 8 p.m. was also considerable.

The glass dropped faster in the afternoon than in the forenoon. At 10.30 a.m. I noticed the glass was dropping. Did not see it between that and noon. I saw the glass a good many times between noon and 8 p.m.; the rate of dropping was greater as the storm increased during the evening.

No Thermometer.
I did not watch the thermometer. We had none on board. Have never been on any ship other than a schooner that did not carry a thermometer. In order to judge weather conditions it is necessary to consult a thermometer.

The Toronto weather forecast would be an aid to a mariner in helping him to form his judgment. I think it would be valuable information. Some men might not use it, because they would not take it into consideration. The sun was not bright on the morning of the 31st.

I did not notice any sun hounds that morning. I have seen them. They are caused by the state of the atmosphere, and indicate weather before close of day.

Saw Her in Seals.
I heard our captain from the barrel on Monday say, "The Stephano is in the seals." I saw the after derrick of the Stephano up when he made the remark. We were then trying to work towards her and kept on, but made little progress. The ship was working up to the time I turned in at 11 p.m., and so far as I know afterwards.

There was nothing to prevent men going on the ice on the Tuesday morning. I understood when the men left that if seals were plenty they would work at panning all day and put up on the Stephano, and work from that next day. The weather was too bad that afternoon to pan seals.

When the men who returned came aboard, the captain said to them, "the other men are aboard the Stephano, and if they are panning seals tomorrow the day will be just as it will take you all day to get there."

These men came on board at 1.30 p.m. It was at this time the captain made the remark. I was convinced that the captain felt that his men were safe out of storm at 1.30.

Saw Them Go On Board.
At noon the captain told me when he came down from the barrel that he had seen his men go aboard the Stephano.

About 12 o'clock the steward called the captain to dinner, and the boatswain, John Tizzard, took his place in the barrel. When the captain down it was getting poorer for spying. The boatswain might have been in the barrel half an hour, possibly less, when he came down, as he could not see the men. He went on the bridge and kept the whistle blowing until I relieved him after I finished my dinner. The whistle was blowing to direct the men towards us.

At dinner the captain said, "our men are all right, they are on the Stephano, and father will look out for them."

The captain said nothing to lead us to believe he had seen his men leave the Stephano. The boatswain made no remark to me about seeing the men leave the Stephano. He was specially watching the men who were returning.

The whistle was blowing between 5 and 5.30 because he may have thought there would be somebody around. Any men might wander in a storm on the ice.

Spoke About It.
The boatswain spoke to the captain about 5 as to blowing the whistle. He came to the cabin. The captain said he could blow it if he liked, but he did not think it was necessary.

The boatswain then went to the bridge and blew the whistle. Between 1.30 and 5 the whistle was not blown. The captain was not anxious and turned in early.

We talked together and the captain said his men would have a chance to exchange "cuffers" with the Stephano's crew. The captain was not anxious next day, until 11 p.m. on Wednesday, so far as I noticed, when we were about a mile and a half from the Stephano, and she did not come towards us, and we could get no closer. The Stephano had been making no attempt during the day to get to us.

Wondered At It.
It was about 11 the captain remarked, "It's a wonder father don't steam down with the boys."

I said, "Perhaps he's burnt down and don't want to move till daylight."

I was not then anxious. I thought everything was all right. At that time it was not fit to go from one ship to the other. I don't think we could have communicated, except by fires or similar signal.

We had no night signals, such as rockets. I think every ship sailing out of the narrows should be compelled to carry rockets and blue lights.

Next morning from the barrel the

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THE SHERWIN-WILLIAMS PAINT
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captain saw some men coming towards our ship early. He at once came down and called me and said, "My God, Captain Green, I see some of my men. I know there's something terrible after happening. What are we going to do?"

Greatly Excited.
He asked me to put up a signal. He was greatly excited. His nerves seemed all gone. It was a knock-out blow to him and matters were practically left in my hands. I put up a distress signal.

About 8 o'clock the men came on board.

When the 29 men came back on Tuesday I heard them say they did not see anything to go for; they got no orders; saw no seals; it began spitting snow, and they thought it better to come back.

I am of opinion that if we had a wireless system on board the catastrophe would have been averted. I don't think one man would have been lost.

Capt. Green's evidence was not concluded. The hearing was adjourned at 7 p.m. until Friday afternoon at 3 p.m.

Friday's Session.
Friday, April 17th.

The hearing was resumed at 3 p.m. John E. Hisecock (sworn), examined by Hutchings, K.C.—I belong to Carbonear, was on the Newfoundland this spring.

We left our ship on March 31st at 7 a.m. and reached the Stephano at 12 o'clock by my watch. It was fine when we left out ship but the sky was overcast, could see the sun.

When we reached the Stephano it was snowing thick with wind blowing a good breeze.

There was one watch crew ahead of us. I was second man in Thomas Dawson's watch. Capt. A. Kean told us to come on board as quick as we could and get a mug up as he wanted to get to his own men. Capt. Kean said, "Hurry up, boys and get some dinner, I want to put you on some seals." I was on deck then.

When we came on deck, I spoke to my master watch, asked him if he got a mug up, he said no, he could not get it; it was then snowing very thick. I said to Dawson, it's very dirty; he said yes, and it's getting worse. It was too windy for us to stay on the port side, we came on the starboard side to await orders.

George Tuff was then on the bridge not many men on deck then. Capt. Kean came out on the bridge and ordered all our men on deck and then out on the starboard side.

Travelling Directions.
After we got on the ice Capt. Kean said to Tuff, "Now George, you go S. W., follow my carcasses and you'll find about 1400 seals. Kill them and go on board your own ship." He then told us to cross his bow, as he wanted to get to his men, some of whom were six miles from him. We crossed her head to the S.W.

When she lay broadside to us we were on the port side. She then moved away, the last man had to run to get across her head. The wind was then S.E.E. We moved towards the seals as directed. Tuff was on the bridge when Capt. Kean told him the direction of the seals. I was on the ice then.

Tuff was on the second bridge and the captain was on the first bridge. When he started to say this I was getting over the side; from where I was to Capt. Kean was 10 or 15 feet when Tuff got on the ice he sang

out to Captain Kean: "It looks for weather." The captain said: "No, my glass don't show for weather. Hurry up boys, I want to get to my own men."

About Two Hundred.
When we got to the seals there were about 200. I heard Tuff tell Bungay to stop and kill them. Bungay stopped and stuck a flag, we went on about 100 yards and stopped. He said, "we're to the seals, boys." The 200 seals were scattered around where Bungay stopped and where we stopped. Tuff said then it's no use for us to stay here, boys, the weather is too bad, and seals are too scarce.

I asked him what we were going to do. He said we would have to go to our own ship. I asked him how long we were coming from the Newfoundland, he said he did not know. I told him five hours by my watch. I said it would take us six hours to go back. He said he supposed it would. He said, "boys that's all we can do, go for the Newfoundland." He said he did not know what direction the Stephano was going in. It was snowing then, could not see quarter of a mile.

We then left for the Newfoundland at 1 p.m. Tuff told Jones to go a little northern, and try to find our own path. We found it and travelled on till 4 o'clock when Dawson heard the whistle and we shouted. The sound of the whistle seemed to come from about S.E. in the direction we were going.

At 5 the watches got together, and Tuff said it looks like a night on the ice. The snow was then blinding. We then made shelter and prepared for the night on the ice. Our first man Mr. Jordan, died at 10 o'clock.

Got Together.
At 12 o'clock the wind chopped about and it began to freeze hard. At daylight, Wednesday, McCarthy, my brother and myself left the pen to go for a better shelter. We met Tuff, we had left about 15 dead on our pan. Tuff said it was terrible bad.

My brother then gave out, taken with a pleurisy stitch.

I heard McCarthy say, "George Tuff said it was Kean's fault." We then went to seaward, could see nothing, got on a little pan and stayed till noon.

The sun then came out and I said 'boys, cheer up,' there were eight of us. I got on a pinnacle and saw a steamer's spars to windward. I said let's go for that steamer. McCarthy said he would go, my brother said he would try, and we went about a mile when he gave out.

McCarthy and I helped him along, when I fell in the water, reached a pan where there were men, some dead some dying, and my brother could go no further.

Helped Him Along.
McCarthy then started for help and I was left with my brother and about 10 men dying on the pan. I took off my mits and gave my brother the last nourishment I had which was oatmeal and Radway's Relief, he revived a little.

I saw Tom Dawson nearly gone and went to him and told him there was a steamer alongside, and McCarthy's gone for help. He got on his knees, and seemed better.

I returned to my brother who was down on the pan; he said: "John, I can't die here, take me clear of the dead men."

I asked Kelloway if he was able to walk, and I said let's go to the other pan, I think they have a fire. Going I

(Continued on page 7.)

"I've Got Wise--Know Enough Now to Wear Gloves."

"Used to have my hands all crippled up—
"Everlastingly peelin' my knuckles—always scratching my hands on the edge of metal plates—
"But now I wear gloves; and say, it's far better than nursing hurt hands. These are

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"I've worn 'em every day for Lord knows how long—Don't look like they'd ever wear out, do they? Not a sign of a rip any place.

"I'm just as nimble-fingered as can be, and they fit well too.
"Wash like cloth—dry soft as new
"Never get hard or stiff, sweat, oil, grease, or water don't injure them.

"You certainly get splendid value every time in these "Asbestol" gloves. Look for that "Asbestol" trademark—it's the only way you can be sure of the genuine. The prices are low. See them today.



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