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OFFICIAL INVESTIGATION; "NEWFOUNDLAND" DISASTER.

Thursday, April 9th. Proceedings were resumed at 10 a.m.

Captain Westbury Kean (continued) to Dr. Lloyd.—The signal from my father on Monday conveyed the information that seals were near the Stephano. I did not reply, the fact of my men leaving was signal enough. My second hand was in charge with full power to exercise his judgment as to the time to, y were to stay away. I did not see my men leave the Stephano, it was slightly snowing. I did not know my men had left the Stephano. I expected they had, did not see the Stephano that day afterwards, nor any other steamer. I did not expect my men back that night. I thought they would board one of the ships in the vicinity where they were working seals.

His Opinion

To Morine, K.C.—I think the men who left the main body on Tuesday returned because they got faint hearted at not seeing any seals. The impression was not created on my mind that they came back because the weather looked bad. The Stephano was moving slowly on Tuesday morning. I saw her crew out, as I thought. Those I saw were not far from her. I judged her to be 4 miles from us. Our men took about four hours and a half to reach the Stephano, the ship was moving and increasing the distance for our men, the walking was not good. My second hand thought a mile an hour would be about what they walked. I waited for Tuff to offer to lead the men, because it was not his duty usually. The signal between myself and my father was only one word "seals."

Why He Did Not Whistle

I blew my whistle until I was assured that all who returned from the morning crowd were aboard. I did not blow it at night, it would not have been heard far owing to the storm. The Newfoundland's horn is about the same as on other wooden ships. If I had known my men were on the ice I would have tried to make a fire. I absolutely relied on my belief that my men were on another ship. It didn't occur to me that my men would leave their work early and come back to me because I saw other men panning and thought my men would do the same. I saw other men panning at mid-day. My second hand told me that the men stopped panning and started back because the Stephano had gone six miles away, and he thought it wiser to return to the ship. I did not know the Stephano had gone away, or I would have expected my men back. I can recall looking at the barometer during the storm, just after tea Tuesday night, when I said to Mr. Green: "What's all the fuss about," meaning the storm "that glass doesn't show for it." The glass did not show any marked change. The glass is not always correct, sometimes it gives warning and sometimes otherwise. At Labrador we often get a low glass with no storm locally, and we sometimes have a storm locally which the glass does not indicate. It is the practice for men to carry

food when they leave the ship for work. I know no regulation or order requiring them to take food, they are expected to look out for themselves. Frequently careless fellows will not provide for themselves. If we see such we call them back and see they have food. I have heard that a good many who were lost had not food enough to last them. The food is carried in a canvas bag. Many men carry a tin containing liniment at their belt. The best food for the ice is hard bread.

Properly provided men carry a stringed bag containing a mixture of oatmeal, raisins and sugar, a mixture that is very nourishing. I think men ought not to go out without such provision. It is difficult to force men to provide themselves, they are often very careless.

Arthur Mouland's Evidence

Arthur Mouland (sworn) examined by Hutchings, K.C.—I belong to Bonavista and was master watch on the S.S. Newfoundland this spring. On Tuesday, March 31st, our crew left to board the S.S. Stephano and arrived about 11.30. It was fine when we left our ship. Just before we reached the Stephano there was a little snow came. Had a mug up on board, after which the weather was a little worse. The Stephano had taken us towards a patch of seals and our crew were ordered out over the starboard side. I saw our second hand on the bridge when we got aboard, not afterwards till we got on the ice.

We went S.W. a short way, some men stopped to kill seals. I with the rest went further on. The weather then was getting quite bad. We had a consultation and decided to make for our own ship. Our course to her had been given us by the captain of the Stephano as S.E. The weather got worse all the evening and about dusk we put up for the night, remaining until Wednesday afternoon when it cleared and we saw the Bellaventure.

Left To Go On Board

I with Elias Mouland, left to get on board telling the others to stay and keep themselves comfortable. We got near enough to see a man on the bulkhead. I had an ice flag which I waved from a high pan as a signal. She was broadside to us, and within fifteen minutes she turned stern on and drew away from us. I then looked back to these I left, saw the smoke of our own ship and steered our course towards her. We came back to where we left. Our crowd had shifted and I went towards another lot of men who were walking towards the ship. We reached them and put up with them for the night. At daylight, Thursday, we saw our ship, and with the second hand and some others reached her about 9 or 10 o'clock. All the men in my watch had food, hard bread, and some had other things, including a mixture of sugar, oatmeal and raisins. The men were clothed as is usual.

Cold Weather

The storm had continued up till Wednesday afternoon when it cleared but was very cold with high wind. Two

of my men were dead when I left for the Bellaventure, the first died between 9 and 10 on Wednesday a.m. Some of our crew came to meet us on Thursday, after which we were properly cared for.

To Warren, K.C.—The Stephano was between 4 and 5 miles away when we left our ship for her. While we were going towards her she was steaming across us to our right. The ice was heavy and hard to get through where we were walking. It was lighter ice where she was steaming.

We left the heavy ice just before reaching the ship, which stopped for us to get aboard. While we were getting on our mug up the Stephano turned and went to the S.W. over the same track she had come.

Could Give No Reason

To Dr. Lloyd.—I saw Capt. Kean on the bridge and also our second hand, but did not see them talking. I don't know why we got over the starboard side. I don't know whether the ice was loose on the windward side, or whether there was danger of getting in the water on that side.

When the weather got so bad we thought, after consultation, that it was better for us to make for our ship, we thought this was the best thing to do. Don't know where the Stephano was then, she had gone to pick up her own crew, we could not see her. Think she had to go six miles for her men. We took what seemed our only course.

When I left with second hand on Thursday I did not know where my men were. My object was to get assistance from our ship. I was in front of the crowd on Tuesday when the men turned back. I did not know they had left at all till I got on the Stephano.

Rowland Critch Testifies

Rowland Critch (sworn) examined by Hutchings, K.C.—I belong to Hart's Harbor, was one of the crew of the Newfoundland this spring. On Tuesday morning, March 31st, I started with rest of crew to go to the Stephano. When we left it was sort of dull but did not look for weather. I went a little over half way, when I broke out of the ranks to kill two seals. I killed three more seals, and as it was snowing I took out my compass and set the ship, could just see her then.

I mentioned to Francis who was with me, that it was going to be dirty and we'd turn back. I did not mention it to others. We two turned back and two other men, Short and Harris, followed us. We were amongst the last going out from the ship. The others had walked on and left us four behind. Other men went back, about 25 crossed our head and went on board before us.

Weather Was Bad

My chum and I started with two seals each, but only got one aboard. We got back about 2 o'clock, the weather was then bad. I did not see the

ship until half an hour before I reached her.

I turned back because I saw we were going to have weather and I had better get on board. I went straight below when I got on board. The captain did not come in the after hold where I was, there were nine of us there. The rest were in the fore hold. He never asked me why I had returned.

The storm increased all day and until next day. I didn't go out to help the nine men to the ship on Thursday morning. When I left the ship I didn't have a cake of bread, but Francis had some which he said would do the two of us. Don't know how much he had.

To Dr. Lloyd.—My sole reason for returning to the ship was the condition of the weather, that was the general impression amongst the other nine in our crowd.

To Hutchings, K.C.—I could see the leading man when I stopped to kill the 2 seals, only a few men were behind me when I broke the rank.

Afternoon Session.

Hearing resumed at 3 p.m. Abram Parsons (sworn) examined by Hutchings, K.C.—I belong to Bay Roberts, and was second hand on the S.S. Bellaventure this spring. I think the position of our ship was 45 miles off Cape Bonavista, Tuesday morning, March 31st. The Newfoundland was 5 or 6 miles N.W. of us. I saw the Stephano and a steamer supposed to be the Kite, in the distance.

The weather was sociable at 7 a.m., the sky was overcast, and got heavier as the day advanced. The snow began about noon, very little, could see at this time perhaps a couple of miles.

About 1 o'clock the weather was closing in, not much more snow, and the wind increasing a little. In the evening about 4 or 5 the storm was at its height, very thick. I was on the bridge from 1 o'clock until the ship stopped for the night. We had a few men out after old seals about noon or earlier, near the ship. They were out about an hour, and then came aboard again. There was no weather when they came in, to hurt. No other men left the ship except a few to pick up a scattered seal. The storm continued until about the middle of the day, Wednesday.

All Out Wednesday

We had all our men out in the afternoon of Wednesday, killing and hauling to the ship. Saw no other crews around at this time nor later in the day. On Thursday I remarked to our captain that Wednesday while picking up our men between sunset and dark I thought I saw a few men a long distance from us, and I wondered if it could have been any of the Newfoundland's crew. Not knowing or thinking any other men were around, I thought they were our own crew. On Wednesday we were steaming around picking up our own men, and burned down for the night when they were all on board.

Thursday morning about 6.30 our barbelmen reported men on the ice, travelling across our head, and

thought it was the Newfoundland's crew looking for seals. He then reported two men coming to us. The captain, the wheelsman and I were on the bridge, and we saw them, too. I thought they must be men who fell in the water. One of them came on, the other lagged behind. The ship was butting towards them in heavy ice.

Terrible Tidings

The man came to the ship's side and was assisted on board, as he was looking bad. I went down and asked what was the trouble, and he said "We have been on the ice since Tuesday morning, and a lot of our men have perished, that there were fifty dead where I left."

I reported to the captain, and our men were sent out right away. We brought the second man on board. Fifty or sixty men were then sent out and forced the ship towards where the dead were. I asked Capt. Randell if I could go, and he said yes. I then shouted for all hands to get on the ice and do their best to rescue.

We took firewood, blankets, stimulants, food and stretchers, and went on to rescue what we could. We picked up all the live men and the bodies of the dead, finishing up early in the afternoon. We then forced toward the Newfoundland, and reached her about 11 Friday morning.

We took some other sick men from the Stephano, and eight dead bodies from the Florizel.

We then bore up for St. John's, and arrived here on Saturday at 5 p.m., April 4th.

Saw No Signal

To Dr. Lloyd.—It was after we took the dead men on board I wondered if it might not have been some of the men I had seen Wednesday afternoon. I did not see any flag waved or other signal made on Wednesday, nor have I heard of our men seeing such. When we picked up our last man it was too dark to see others, from what I know now; if it had been daylight I would have seen the Newfoundland's men.

Ice flags are various sizes, perhaps two or three feet square. I have been 27 springs to the sealfishery. Was nine springs in the Newfoundland.

To the Judge.—On the kind of morning that Capt. Wes. Kean sent his men out, I would do the same thing and glad to get the chance. I have travelled greater distances from my ship after seals than the distance between the Newfoundland and Stephano. I have with my watch travelled out of sight of the smoke of our steamer (the Newfoundland), leaving her at 2 o'clock one morning walking out of sight of her smoke, panned 4,000 seals and got back that night. I believe the distance was over 10 miles.

Crews often travel 7 or 8 miles to work seals, especially when there are other ships in that direction. It seems quite unreasonable to me for the men to turn back from the crowd that started for the Stephano.

Jordan's Evidence

Stephen Jordan (sworn) examined by Hutchings, K.C.—I belong to (Continued on page 5.)

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