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## OFFICIAL INVESTIGATION; "NEWFOUNDLAND" DISASTER.

Wednesday, April 22.

Patrick J. Barkley (sworn), examined by Hutchings, K.C.—I was Marconi operator on Florizel at the ice this year. I now produce all messages received and sent by me from March 31st to April 2nd, and marked "P.J.B." from 1 to 9, from and to the Stephano.

"Message marked 'P.J.B.10' to Bowring Brothers from captain of Florizel, sent 11.06 local time, April 2nd, reads: 'Fear terrible disaster, Newfoundland's crew caught out in last blizzard. Stephano and Bellaventure sent men searching. Bellaventure found 50 men dead and dying; ice terribly tight; we are helpless to render any assistance as yet, but will proceed to her assistance first opportunity; will keep you advised to best of my ability; would advise you to intercede keep land offices open during night until search completed. Both father and myself in awful state. This is where wireless would have saved catastrophe if on all ships.'

Same as Stephano's

Messages marked "P.J.B. 1 to 9" are same as produced yesterday by operator of the Stephano. My messages are recorded by local time. The only thing I remember passing between operator of Stephano and myself by way of conversation on March 31st, was at request of captain of Florizel, who asked me to say to the Stephano's captain, "You look after my men and the Newfoundland's; I will take care of yours."

Previous to this, in answer to the Stephano, I replied, "We have all but one watch on board." I can't remember what time these conversations took place.

To Dr. Lloyd—I don't remember the weather conditions of Tuesday, March 31st, except about 5.30 when I went down to supper, when it was very stormy. The words, "and the Newfoundland's" were left out of the message. "You look after my men, I will look after yours." I don't

know how far we were from the Stephano when this message was sent.

Evidence of Log

My log now produced, shows that I went off duty at 1.40 p.m. on March 31st until 4 p.m. At 4.20 my log shows "All quiet." no ships working wireless. At 5 p.m. "All quiet." 5.40 p.m. Bell Island Fog working, nothing doing with our ship. 6.30 p.m. Nascopic calling Cape Race; 7.07 sent message to Stephano marked "P.J.B." At 7.19 sent message to Fogo; received one. At 8 p.m. received message from Stephano marked "P.J.B.2." gave "good night." At 10 p.m. the Adventure, Nascopic and Bellaventure were working; as soon as they were finished, I gave "good night" to all ships.

The official log makes no record of conversations. Capt. Joe Keane, on the night of the 31st March, expressed uneasiness to me about the Newfoundland's crew. The chief engineer told me that the captain showed anxiety as to the Newfoundland's crew, going to him in the mess room at 2 a.m. on Wednesday.

The hearing was adjourned at 5.30 until this afternoon at 3 o'clock.

TO THE EDITOR.

DR. GRENFELL WRITES ON THE DISASTER

The Weekly Times of April 10th, contains a letter from Dr. Grenfell relative to the "Newfoundland" and "Southern Cross" disasters and we publish it herewith:

To The Editor of the Times

Sir,—Since the Governor of Newfoundland and the Prime Minister have appealed through your columns for help for the wives and families of our splendid men lost from the two sealing steamers, I would like to be allowed to commend to all lovers of "those that do business in great waters" this opportunity to help in their hour of terrible need.

Every man lost was a broad-winner—a picked man, for many more apply for a berth than can be accepted—a man embodying those peculiar seafaring qualities that have given us our Empire. These men are indeed our brothers from Devon, Dorset, and from the Irish coast. Men fearing God, but nothing else. They are not drones or destroyers, but producers. Men whose lives are spent wresting from the most reluctant environments the rich harvests of the sea for our benefit.

Never before have our people been called to face so cruel a disaster. Our women and children can earn little or nothing in the small villages scattered along the coast line.

How many Englishmen are wont to sing periodically that great hymn, "For those in peril on the sea." Now is the time to do something more for those brave men than sing about them. With more honest heart we shall enjoy that great song next time if now "every man shall do his duty."

I beg to enclose a small donation of 10 guineas to the fund.

Sincerely yours,  
WILFRED T. GRENFELL.  
Leicester, April 7.

BACKS MR. COAKER UP

(Editor The Daily Mail)

Dear Sir,—Mr. Coaker's plucky fight for an enquiry into the whole matter surrounding the death of upwards of 80 of our fellow countrymen through the stupidity or worse of Captain Keane and others, is meeting with popular approval. The sentiment of the whole people is with him, and desire to say publicly with Mr. Coaker that some action must be taken at once to probe the awful affair to the bottom.

There must be no putting off, as the Daily News advises. Now is the time, not in the Fall, and the people must be prepared to insist on it, even if we must take the matter up in a 'public' demonstration. Mr. Coaker is right and we are determined to have the investigation. We are a cowardly set if we sit down patiently and permit Captain Keane to bluff us with his idle talk about his barometer not indicating a storm.

Even if it did not, which I am not willing to believe, the storm did come on shortly after he had placed the men on the ice, and he took no measures to get the men to safety. Captain Keane's nigger minstrel talk is not relished by the public, and he made a great mistake when he essayed such irrelevant matter. In all his talk there is not one word of regret for the terrible disaster. Not one word of human sympathy for the bereaved ones or for the poor fellows who died because Captain Keane blundered. Can we call it a blunder, or was it wilful neglect and indifference, or gross stupidity?

To call it a blunder is the most charitable construction we can put on it, and we are willing to let it stand at that till further enquiry will have settled the question.

There are a great many little things which remain to be determined that are sure to make it pretty awkward for Captain Keane. The public is not swallowing all his statements, and it were better that Captain Keane had a realization of that, and refrain from

further buffoonery in the press. Keep up the fight, Mr. Editor, and believe me the people are one with Mr. Coaker in this case. Mr. Coaker is putting up a brave fight, and as he is but one man, he needs the moral support of the community, and moral support is no good unless given expression to, and for that reason I am writing.

—A. ENGLISH.  
April 23rd, 1914.

SATURDAY HALF HOLIDAY

(Editor The Daily Mail)

Dear Sir,—Allow me space in your esteemed Journal to remind the Importers' Association, when they meet this afternoon, that the great majority of people in this town are anxious to have the half holiday changed to Saturday.

There are many reasons why Saturday is by far the most suitable day, and one of the most important is that it gives the working classes a chance. Another and a very reasonable one is that in many classes of trade the holiday in mid-week causes a great delay in the general routine of business, which would not make the slightest difference if the stores closed a few hours earlier on Saturday than at present.

Thanking you for space and hoping the Importers will give this matter their earnest consideration.

—WATCHMAN.  
April 23, 1914.

and all of our members were delighted to hear that Mr. Coaker is back again, and the best of it was, just as soon as he came back, he raised the price of fat 25c. per qtl. more. We are indeed, sir, very much interested in your log. We all said your log would be worth reading. But still we sometimes got to cuss when we think about the grab-all Government, what they did with defeated candidates.

Give them jobs, eh? Well, I don't know how long these things will last, but according to reports, not long, because the people will rise up in their might and wipe them all off the earth.

Oh—lest I forget—the King kind of paid a tribute to forgetful Donald, but the King don't know Donald as well as the Bonavista Bay men.

Now Mr. Coaker, whenever you touch the button we shall respond and give this contemptible crowd a dose they will never forget.

—TRUE BLUE.  
Princeton, April 21st, 1914.

COOKING ON THE VIKING.

(Editor The Daily Mail)

Dear Sir,—We wish to inform the public how we were treated on the Viking the past spring.

We had soft bread twice a week. We never had a meal of beans cooked for breakfast during the whole voyage. We had them cooked once for dinner. The cooks' excuse was they had nothing to cook the beans in. The reason we did not get bread was because the fit out did not permit the baker to turn out any more.

The bread was baked in a stove placed in a box erected at Port aux Basques. The stove was a No. 8 Shipmate. Just what would suit a schooner. This caused the bread to be baked so slowly that it was almost all sour and the most of what was cooked was thrown over board.

No brewse whatever was cooked. We had only salt beef cooked twice instead of three times a week with pork as provided by law and the sealing agreement.

No potatoes were cooked the whole spring.

No fresh beef or canned beef was supplied the whole trip.

But for hard bread we would have had but little to eat.

Potatoes were offered to the men three times if they would cook them themselves but some of the potatoes were frozen and unfit for food.

The conditions on board were worse than ever experienced by men who had gone to the ice for twenty springs. This is a disgrace to any country and the Union will have to see that the law is carried out by having a man on board to look after what is done and to supervise matters, for unless this is done no sensible man will again go to the ice in wooden ships.

This is no overdrawn picture; we are prepared to swear to what we have herein stated.

We don't blame the cooks, the blame must be attributed to the manner in which the ship was fitted and the food supplied to the ship.

JAMES HICKS, Bonavista.  
JOSEPH CHAULK, Elliston.

LOCAL DISASTER FUND  
CLOSE ON EIGHTY THOUSAND

(Continued from page 6.)

Employees Job. Bros. & Co. 115.00  
Crew S.S. Nascopic 119.29  
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Capt. J. Melkie 10.00  
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Jas. Martin 50  
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John Ryan 1.00  
M. Kelly 50  
J. Kelly 50  
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Thos. Brien 1.00  
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G. Tizzard 50  
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R. Tucker 50  
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B. Penney 20  
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