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## The Newfoundland Disaster Enquiry Before Judge Knight

### THURSDAY MORNING.

ARTHUR MOUTLAND (Sworn) examined by Hutchings, K.C.—I belong to Bonaville 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 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. I with Elias Moutland, left to get on board while the others to stay and keep themselves comfortable. We got near enough to see a man on the bulwark. I had an ice flag which I waved from a high post 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 those I left, saw the smoke of our own ship and steered our course towards her. We came back to where we left. Our crew 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 usual. 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 clear. While we were getting on, the Stephano turned and went to the S. W. over the same track she had come.

## GLAD NEWS TO ALL WITH BAD COLDS INSTANT RELIEF—FEW HOURS FOR CURE

Nothing known to Science is so invariably sure to cure as "Cattarhoxone."

Just Breathe Cattarhoxone! The Ozonated Air Cure, better known as "Cattarhoxone" is death to colds.

Its health-laden fumes contain the healing balsams of the pine woods. Soothing and antiseptic, it gives instant relief—stops gagging, hawking and sneezing.

Mucous and phlegm are cleared away, breathing made easy, and Cattarh symptoms entirely disappear. Delightful and pleasant is Cattarhoxone, simple to use, because you breathe it—sure to cure colds, and cat-

tarrh because it destroys the cause. Doctors say nothing is more scientific, nothing possesses such might of merit in winter ills.

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Get the complete \$1.00 outfit it does the work sure. Small size 50c, sample or trial size 25c. Sold by dealers everywhere.

returning to the ship was the condition of the weather, that was the general impression amongst the other nine in our crew.

To Hutchings, K.C.—I could see the leading man when I stopped to kill the two 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 Bonaville, 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 so close 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. 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, no later in the day. On Thursday I reported 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 men, and burned down for the night when they were all on board Thursday morning about 6:30 our bar-ge-man 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 wheelman and I went on the bridge and we saw them too. I thought they must be men who fell in the water. One of the men came on, and the other lagged behind. The ship was putting towards them in heavy ice. 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 my 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. Rankin if I could go, and he said yes. I then shouted for all hands to get on the ice and do your 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 towards the Newfoundland and reached her about 11 Friday morning. We took some other sick men from her; two sick and two dead 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.

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 looser 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.

To Warren, K.C.—I had been nine springs to the ice. We usually got out on the ice side when ice is slack as it was when we were aboard the Stephano.

ROWLAND CRITCH (Sworn) examined by Hutchings, K.C.—I belong to Hants Harbor, was one of crew of 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 ways, 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 not 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. My chum and I started with two seals each, but only got one aboard. We got back about two 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 thought we were going to have some weather and 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 none of us there. The rest were in the forehold. 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 two of us. Don't know how much he had.

To Dr. Lloyd.—My sole reason for



going, but followed the leaders. The morning was fine, but there was a cloud bank away to the north, and two sun bounds, which indicated a storm. I travelled about 5 1/2 miles till 10 o'clock when William Evans, my chum, said to me let us go back aboard the ship. We were going to seaward, and turning back we could just make out the ship. The whole crowd were standing in a line. Evans and I stood about 5 minutes, and I heard a man in the crowd say let us go aboard. His name was Tobias Cooper, who became the leader back to our ship. A number of men, about 15, came from the crowd, and we all went back. The rest went on, but before they left a lot of them shouted to us, calling us cowards. When we got back to our ship you could not see a 100 yards. This was about 2 p.m. Before we got on board the captain came to the rail and gave us a talking down, and asked who gave us authority to come back. Cooper and I spoke, and said no person gave us authority that it looked a kind of dismal and too severe for a man to be caught out over night. Some of us went in the after hold, the remainder in the fore hold. I don't know what he said. By night the storm was at its worst. None of the men that went to the Stephano came back that night. From the time we went on board until 3:30 we were below, when I came on deck and remained 20 minutes. The captain blew the whistle once at 4 p.m. and once at 4:30, this was after I went below again, but not afterwards. When I went below it was a regular blizzard. We wondered why the captain did not blow the whistle all night. I was anxious about the men myself. I had a brother and two nephews who perished, members of our crew in Jones' watch. I would not have been anxious if I had known that the second hand had instructions to go to the Stephano, but I hadn't the least doubt that they were not on board. The weather cleared on Wednesday afternoon, and at 3 p.m. we saw the Stephano. Saw no men or the ice. We got up steam and steamed towards the Stephano, and at 9 p.m. burned down about 2 miles from her, and all hands went below and turned in. I was in bed about an hour and then got up and had a mug-up, and did not go to bed again. At 1:30 our captain signalled the Stephano to know if our men were on board. I saw the signal and knew what it meant. We got no answer some time after two men came on board from the Stephano, after which the captain dipped the signal a little. Did not hear the conversation between the captain and the two men. The men then returned to the Stephano. I heard the captain say, "It is a fact our men are not on the Stephano. I wonder were they out in the storm, or what was the end of them." The boatswain then sang out, "I see nine men on the bow travelling towards our ship." The captain at once sent men with hot tea, brandy and other necessities for those who we saw coming. I volunteered to go. Arthur Moutland was the head man and he said to me "Jordan, your brother died the first night in the storm." I asked him about my nephews, and he said they died at 2 p.m. on Wednesday. We had the men all on board at 10 a.m.

To Dr. Lloyd.—The general talk amongst those who went back was that the captain would not let us aboard. They thought the captain would blame us for not following the master watches. We turned back because we were afraid of the weather. When I returned to the ship I said to the captain as a reason for returning "I could see nothing before me but death." Tobias Cooper coming home took most interest as to having an enquiry. I was surprised when I found he had gone home last night without giving his evidence.

(SEE EIGHTH PAGE.)

To the Judge.—On the kind of morning 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 seemed unreasonable to me for the men to turn back from the crowd that started for the Stephano.

STEPHEN JORDAN (sworn) examined by Hutchings, K.C.—I belonged to Pouch Cove and was on the Newfoundland this spring. The crew left to go in the direction of the Stephano. Did not know where we were

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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 seal-fishery. Was nine springs in the Newfoundland.

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### Had Rough Experience.

Firemen Glines and McCann, of the East End Fire Hall had an unusual and unenviable experience yesterday during the four hours they were on an ambulance call. At 10 a.m. they left for Robe Walk Range to convey a

woman named Brown to Hospital where the patient was to undergo an operation. Going and returning many huge snow banks were encountered and the horse and conveyance got bogged, having to make a track for themselves with shovels. It was not until 2 p.m. did the ambulance reach the hospital.

GOES ON DOCK.—Having finished the number of trips she was chartered by the Red Cross Line to perform the S. S. Morwenna will be dry docked Monday to receive her annual overhauling prior to taking up Black Diamond service between Montreal, St. John's and intervening ports.

### Photographs.

HOUSE, GRAND FALLS.

WORKS GRAND FALLS.  
WORKS GRAND FALLS.  
FALLS.  
(ued.)

St. John's, Nfld.

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Pears in Syrup.  
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