

Consecration Sermon. The 'Florizel' Enquiry.

(Continued from 4th page.)

and Blood of Christ, consecrated Bishop recites the Eucharist in both of the celebrant's hands, and the choir sing the Agnus Dei, with its thrice-repeated Hymn No. 322.

ner, mindful of the grace for all on Calvary, Him that pleads for us here spread forth the perfect in Thine nature, immortal sacrifice.

Communion Prayers, as was sung, the people standing. Then by the Archdeacon, Clergy and Sanctuary during the 100. "All hail the name."

an account, brief and grand act of worship over two hours and devout interest and who were privileged to see.

of Newfoundland persons work fortified by the work will, earnest prayers not people, but of many to share in his jurisdiction Doctor White up the mantle which leaders of the late lamented, and with the mantle has come a double, and the work as a strong man from, but with deep in the Master he bravely. We wish him

ermon
hop of

has listened and moves him to say, own sense of urgency require my poor "Here am I, send me that God has that God is sending will enable him for ever difficult and work may be. Such as we believe to have day is to be consecrated part for high office in God's service, that with him the heart and motive have and that nothing but the desire to do the Divine him to say: "Here

And now in this central, a gem of consecration, with its sacredly Bishops and others before, we are all the hallowed influences of Divine the very Holy of Worship—the Blessing of Christ's Body and sacred pledge to the perpetual Presence are the great Head, we are part in a solemnity and of the Church and the whole Dominion of Newfoundland in a solemnity which the influence of which the whole Church world, for to-day, at least, he whom you know trust is about to be Commissioned and the Church. The living Arch, our Lord, Jesus or His resurrection, commissioned His birth in His Name and, saying out of this confusion and strife, right ways of thinking and acting, righteousness and truth are to prevail, if the world is to be better, if the Kingdom of God is to come upon the earth, which, after all, our most earnest hope and pray will be the result, the leaders in Church and State must be strong men and true, men of vision, men of faith, men of fearless readiness to proclaim the right and the true way, men of zeal and ability to lead men in the true and right way, courageous enough to break out of old ruts and to discard the rags of threadbare customs, which have proved ineffectual, men courageous enough to stand firm, against all opposition, for principles which cannot change and must be maintained, men big enough to think little of the dignity of office, and much of the responsibilities, men great enough to be willing to serve, unselfish enough to be ready to give themselves for the good of others, ready to lose their lives that they may find them in service, men who love and fear God, ready to stand on God's side four square to every wind of opposition, ready to strive their utmost, at whatever cost, to help forward His Kingdom on earth that shall bring His laws, wholehearted surrender to Christ, will bring lasting peace to the blood-stained earth. That alone will

cause war to cease in the world, and bring harmony, charity, righteousness, dealing between nation and nation, between man and man, bring real prosperity and happiness. God is calling for such men. "Whom shall I send, who will go for us?" Such a man, my brethren, we trust, we pray, your future Bishop will be, and that God will enable him by His Grace more and more to become. He has a glorious heritage in the past history of the Church in this Diocese. At the back of our minds to-day, even during this august and holy ceremony, there is the cherished memory of him who for so many years, with the chastened fervor of his cultured eloquence, and with the more constraining power of his holy life, preached from this place the ever-lasting Gospel: of him who, having fought a good fight, and finished his course, and kept the faith, has passed from among you, but whose memory lives, and will live, still suggesting "the tender grace of a day that is dead," awakening often in many an old friend's heart a regretful wish for "the touch of a vanished hand, and the sound of a voice that is still." You who have known him know what manner of man a Bishop ought to be, and so faithfully is to be laid upon another, upon one who has gone in and out amongst you, and in the exercise of his sacred office, by his faithfulness and zeal, as well as by the consistency of his Christian character, has won your affection and your confidence. We feel sure that his sacred ministry amongst you as your Father-in-God will be fruitful of the greatest good, and that the Lord will strengthen him in all his doings and further receive from you, without doubt, a most hearty welcome as your Bishop, coupled "with loyal and enthusiastic support in the work which he is about to undertake. In the name of my brother Bishops, who have journeyed to your city to take part in this holy solemnity, I desire to say that we bring to you and your future Bishop the most cordial greetings of the Canadian Church. For a long time it has been our sincere desire to be drawn into closer relationship with you in our ecclesiastical polity, believing that a closer union would result in greater good for both ourselves and you. And if you will pardon me for striking a personal note, coming as I do from the Diocese of Quebec, and since the two Dioceses are contiguous, at least on the coast of Labrador, I trust and feel sure that close bond of mutual good will and co-operation will ever exist and grow stronger as the years go by. We feel very keenly for you in this sad time, when the recent disaster has plunged so many homes into sorrow and bereavement, and we pray earnestly that God will comfort and cheer the stricken hearts, and raise up protection and help for those in need. May the God of love pour out upon the Church of Newfoundland, upon her Bishop, her Clergy and her people, the rich fullness of His Divine Benediction. May He, who spared not His own Son, but delivered Him up for us all, freely give you all things.

EVENING PRAYER.

Evening at the Anglican Cathedral yesterday was largely attended. The order was taken by Rev. C. H. Barton, Rev. W. J. R. Higgin, reading the first lesson, and the Bishop of Newfoundland the second lesson; Rev. J. Briston intoning the prayers. The Archbishop of Nova Scotia preached a powerful and timely sermon, selecting for his text the words "Ye are the salt of the earth" from 5th chapter St. Matthew's Gospel, 13th verse. Bishop White pronounced the Benediction. The singing was of the usual high standard which those who attend the Cathedral expect.

The following announcement was made by the Bishop:—

Next Sunday (5th in Lent) the induction, installation and enthronement of His Lordship Bishop White will take place at 11 o'clock, following Morning Prayer, which will be said at 10 a.m.

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SATURDAY'S PROCEEDINGS.

In order to allow Oillers John Davis and Edward Timmons to proceed to the icefields, and Jose Fernandez, a Spanish freeman, to return to the United States, all three being members of the crew of the ill-fated Florizel, the further hearing of Captain Martin's evidence was again postponed, but will be resumed this afternoon.

John Davis, Oiller, Sworn:—I was on the Florizel for 9 years. I was on her the last voyage. I was on watch when she left port. I came on again at 4 o'clock. She generally has steam up all day. The fourth engineer came on watch at 3 o'clock. I went off at 8 o'clock. I was in bed between 8 and 4 o'clock. I could not say how the ship was at night. The 3rd engineer was on watch when I came on at 4 o'clock. He was relieved by Mr. Lamson, the second, myself and the second came on watch together. There was only one officer on watch at the time. There was no one in the engine room but myself and second except some firemen who were asleep at the back of the engine. There were three firemen and coal passers all Spaniards on watch at the time. I could not say if Jose Fernandez was on watch at the time. I am very seldom called to the stoke hold. The engines were running all right the same as usual. I have nothing to do with the revolutions of the ship's engines. I read the dial but cannot add it up. The main bearings were all right in my watch. None were hot. We had no trouble with the engines in my watch. I might have to help the engineer if there was trouble with the engine. The full working pressure is 175 pounds. I did not notice what pressure was on during my watch. The engines were running the same as usual. With this new propeller she did not make as many revolutions. That was the ice propeller. The revolutions at winter are practically the same. It all depends on the steam. I was in the engine room when the ship struck. The engines were not stopped. I could hear the telegraph. Full speed astern right after she struck was heard in the engine room. The second was standing near the telegraph. He put her full astern. She reversed within a couple of seconds. She was kept astern as far as I know. I was there a couple of minutes. When the water started to come in I got out immediately. About 3 or 4 minutes after she struck I heard the water rushing. I did not see it. That was on the starboard side of the engine. I don't know where it was coming from. It sounded like it was coming through the side of the ship. The engines were going astern when I left; the 2nd engineer was standing by the engines. I told him to come on and get up out of the hold. He did not answer as far as I know. He did not tell me to remain. I went up and called the three engineers who were in their beds. I remained there about a minute, when I went on the saloon deck. I went up the side of the ship. I climbed from the main deck to the top deck. The passage way was jammed by passengers from the shelter deck to the boat deck, aft. It was too dark to see forward. As a matter of fact I did not look. I got on the starboard side of the smoking room, there was a lot of passengers there, also three engineers, the chief, 3rd and 4th. They might have come there after me; I saw them among the crowd. The sea was then coming over from aft. I was there about 10 minutes, all were there when I left. Women and children were crying. I didn't recognise anyone except the engineers. I did not count the children, there were about two or three, some about 5 years of age. I don't know how many children. I remember seeing two; I did not recognize any of them, they were all passengers. I then went to the Marconi Room. The sea was coming over the boat deck. It was also going over the smoking room. I got forward by watching the sea. There was no one else trying to get up at the same time as myself. One of the oilers and a couple of passengers were in the Marconi Room when I got there. The operators, Mr. Carter and Mr. Murphy, were outside. Timmons was the oiler that was in the Marconi Room. I was there till I was taken off. The two passengers who were then in the Marconi Room remained there up to the time when they were taken off. I do not know their names. It was filled right up, all they could stow in. There was no one turned away from it not as I know of. I was all parts of the room. I don't know how many were in it. There was two women there, Misses Cantwell and Dentist. I never saw them before. Some one told me their names. I know Joe Mullenvey, also Capt. Parmiter. That's all I know except our own crew. In the Marconi Room were two operators, two gunners, three engineers, second, third and fourth, two oilers Timmons and myself. The bosun Dooley was there but he left with the captain. They intended swinging a line ashore. I was taken off in a dory. The two girls were taken off first. I was trying to keep life in myself; we had nothing to eat or drink. We had a flash light in the room. The operator had it and used it for signalling. The sea broke

the door open. We stamped our feet and sung and did many other things to keep alive.

Cross-examined by Mr. Gibbs.—I came on watch at 4 o'clock next morning. I was on when she left port. I came off at 8 o'clock. There were three firemen in my watch. The fireman who came off watch were lying back of the engine; that is not unusual. There was no part of the ship's deck carried away when I go on deck. The lights were then out.

To Mr. Warren.—I turned in immediately I came off watch. She doesn't turn as many revolutions in the winter as she does in the summer, was what I heard the engineers talk about. I did not know that with my own knowledge.

Edward Timmons, Sworn:—I was on the Florizel 4 years in August coming. I went on watch at 8 to 12 o'clock. I relieved Davis. Hennesbury relieved me at 12. Wm. Taylor, 4th engineer, was on watch. The engines were running all right in the 8 to 12 watch. They were going their usual speed.

I don't know what revolutions the propeller was making. She was running at full speed till 12 o'clock as far as I know. There was no trouble from 8 to 12 with the engines. I had nothing extra to do. The engineers had nothing special to do as far as I know. The engines require the same amount of oil whether she is going fast or slow.

To Commander McDermott.—The engines were racing a little before 12 o'clock. I turned in at 1 o'clock. I was getting a mug of tea. I never woke till she struck. I thought she was in ice when she struck first. The second time I knew it was rocks as she struck heavy. The lights went out as I got on the deck. The lights went out suddenly. My quarters were underneath the forecastle head. The seas were coming over her as I came aft. I did not see anyone. I came aft on the port side and went into the saloon. I could not see. I heard people roaring and screaming. The waters were in the saloon then. I could not tell how many were there, women mostly. I went aft on the starboard side down through the saloon. I was trying to get up on the boat room deck. There was some people with grips and blocked up the doorway at the head of the stairs. I got up through when the people got clear of the smoking room door. The 2nd and 4th engineers were the only ones I knew. I went on the starboard side of the smoking room, outside the room. There was quite a bunch standing there. I only recognized 2nd and 3rd and 4th engineers. It was not light enough to recognize anyone. There was no confusion. I don't know if there was any children or not. I remained there about 4 or 5 minutes when I went to the fiddley. That was the only place I could see. It would be safer in the fiddley than in the smoking room. I went forward on the starboard side, the seas were coming over them. They were heavy enough to carry me away. There was 3 or 4 firemen in the fiddley. It was too dark to see if anyone was washed overboard. It was dark at the time when I got to the fiddley. I remained there till daylight, about one hour and a half. No other persons came into the fiddley. At daylight I went to the Marconi room. There is an open space between both rooms. The Marconi room was full at the time. Mr. Carter, the Marconi Operator, was there. Two women, and some of the crew: Davis, Molloy, Harry Snow, 3rd mate. The Captain came there after. The three engineers were in there. I remained there till Monday morning.

Mr. Carter signalled to ships on Sunday night with flash lights. We got a signal from the Prospero on Sunday night from her operator by means of the whistle. I saw a boat leave the shore on Sunday but it was swamped shortly after leaving. On Sunday night a lifeboat from one of the steamers came near. I did not see any rockets fired off from the shore. There are two doors and two ports in the Marconi Room. I did not hear my report of a gun or rocket from the shore. The second steward also had a flash light. No one was refused admission to the Marconi Room. I was taken off in a dory. I don't know who rescued me.

Cross-examined by Mr. Gibbs.—The screaming was heard in the forepart of the Social Hall. The weather at 8 o'clock was fine. At 12 o'clock it was snowing a little.

To Mr. Warren.—One o'clock I went asleep. I generally sleep in my under-

clothing. It was between 5 and 6 minutes after the ship struck that I arrived at the Social Hall. The seas were then going down through the saloon doors. I got wet before I got to the saloon. I did not see anyone till I got to the foot of the stairs leading to the smoking room deck.

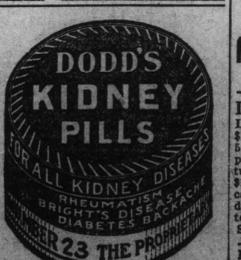
Jose Fernandez, a Spanish freeman, through his interpreter, Mr. A. A. Delgado, said:—I am a native of Corunna, Spain. I was a fireman on the last voyage of the Florizel. I went on watch at 4 a.m., Sunday. I was not on watch on Saturday. There is three firemen on watch at a time. The coal burned all right, it was the usual coal. I was in the fire room when she struck. I don't know what happened. All the firemen came up in a hurry on deck. They got on one side of a boat and took shelter on the top deck on the starboard side. There were more people there. It was very dark and I could not tell who were there. I believed it was No. 1 boat we sheltered under. I remained there four or five minutes. I went alongside the smokestack and then to the Marconi Room and stayed there 3 or four hours. I don't know how many people were there. There was room for a few more in the room. Leaving the Marconi Room I went back to the smokestack (fiddley) where I remained 20 hours. There was an officer and 4 or 5 other persons in the fiddley. I joined the ship on the 5th of July last year. There were 3 or 4 passengers in the fiddley. There was a soldier (Major Sullivan) there but I only know him by sight. I remained there till I was taken off. The others stayed there till I was taken off. I saw the dead bodies on deck. I don't know how they died; they were men. There was 3 or 4 other Spaniards there at 4.30 Sunday morning. I don't know what became of them as I went to the Marconi Room and remained there 3 or 4 hours and went back to the fiddley. When I came back from the Marconi Room the five Spanish firemen were gone. I did not see any lines come by means of a rocket from the shore. I saw two Bengal lights on the shore.



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