

Awful Marine Tragedy.

**Ninety - Nine Persons Lost
Their Lives, While Forty
are Reported Saved.**

(Continued from 2nd page.)

and Ed. Bertain were leaving for Toronto to join the Imperial Flying Corps.

Mr. W. R. Bishop belongs to Burlington, where his wife and children reside. Mr. F. C. Smythe is manager of the Woolen Mills, has been living in St. John's for several years and has a wife and four children.

Mr. James H. Baggis, of Curling, practically one of the largest business men on the West Coast, is married and has a wife and family.

Mr. James McCoubrey, Assistant Manager of the Standard Mfg. Co., is a prominent member of the S.O.M., is married, and his wife resides in the city.

Mr. C. H. Miller, Manager of the U. S. Picture and Portrait Co., has two sons in the city; his wife died a few years ago.

Major M. Sullivan, of the Forestry Battalion, was returning to England where his wife and two children reside.

Capt. Joe Kean, of Bowring's Coastal service, was going to Halifax to bring down the sealing steamer Sable I, recently purchased by Baine, Johnston & Co.; he has a wife and two children.

Mr. M. O'Driscoll, of Job Bros. & Co., has a wife and several children living in the city.

Mr. W. Butler, shipwright, is a son of Mr. H. S. Butler, shipwright, and has a wife and three children.

Mr. M. Connolly, butcher, has two daughters: Mesdames Dodd and Atkinson of this city.

Mr. J. Connolly, son of Mr. M. Connolly, has a wife and four children.

Mr. W. Moore has a wife and six children.

Mr. P. Laracy, Manager of the Crescent Picture Palace, has a wife and four children.

ABOUT THE CREW.

Capt. Wm. Martin has been with the Red Cross Line for many years, having succeeded Capt. Clarke. Capt. Martin has a wife and two children living in the city.

Second Officer John R. King, whose body has been identified, has been attached to the Florizel since coming to the county. He also served on several other ships of the Red Cross Line and was a general favorite with the men in the service. Though offered the position of Chief Officer on many occasions, he declined, always claiming it was a position for a young man. He leaves a widow and family at Halifax. Capt. King of the Sable I is a son.

Chief Officer James was chief of the Stephane when she was torpedoed; he later was master of the s.s. Ranger, but replaced Chief Officer Tucker who was compelled to remain ashore, being quarantined. Chief Officer James is married and has three children.

Carpenter Pineson belongs to Pool's Island but has resided in the city for some time. He was unmarried.

Bosun M. F. Power has a wife and one child, who reside on Prescott St. Chief Engineer J. V. Reader has a wife and two children living at Halifax. He has been in the Red Cross Line for 25 years.

Second Engineer T. Lumsden is the oldest son of Mr. A. K. Lumsden of Jas. Baird, Ltd., and lived on Cochran St.

Third Engineer Eric Collier was married a few months ago to Miss Elsie Mott, daughter of Mr. and Mrs. H. Y. Mott, and resided on Forest Road. Fourth Engineer Hubert Taylor is a son of Mr. and Mrs. John Taylor, Baxter's Hill; unmarried and lived with his father.

Second Steward Charles Snow, who was acting chief this trip in place of Steward Jones, who remained at New York to undergo an operation, has been attached to the Florizel for several years. His wife, formerly Miss Roberts, of this city, and one child now reside in New York.

Baker McKinnon is a native of Glasgow and is married, his wife living in the city.

Butcher A. Gaddy, of New Hampshire is married and lived in the city. Third Mate Philip Jackman is a native of Renewa and was recently married.

Second Baker Jos. C. Moore has a wife and six children residing on Hamilton Street.

Pantry Steward Jno. Johnson lived at 29 Gower St.

Walter Hy. Snow, unmarried, is a brother of Second Steward Charles Snow, and resided at 19 Field St.

Walter Jos. Dwyer is a son of Mr. Jos. Dwyer, John St.

Walter Hy. Dodd is a son of Thos. Dodd, cabman, and unmarried.

Walter Patk. Lynch is a son of Mr. Frank Lynch, Prospect St., and unmarried.

Walter Stan Squires is unmarried and lived with his father, Diver Wal-

ter Squires, at 9 Tessler Place.

Walter Austin Whitten is a son of Mr. Geo. Whitten, of the South Side.

Walter Stan Poley, unmarried, hailed from Grey Islands, but resided in the city.

Sailor John Lambert, married, of this city, is one of the best known of his calling here, and for years was engaged in the coastal service.

Sailor Wm. Walters, of Trinity, resides in the city.

Walter M. Dunphy joined the ship only quite recently and was formerly engaged on the coastal boats, practically since the inception of that service.

The firemen, all Spaniards, resided in or near Brooklyn, N.Y. No particulars concerning the other members of the crew were available yesterday.

The stewardess, Miss Margaret Kehoe, belong to this city and was formerly on the Prospero.

Personal Experience

OF MR. A. E. GARDNER, WHO WAS AMONG THOSE (TOO FEW ALAS!) SAVED.

The s.s. Prospero, Capt. Parsons, arrived from the scene of the wrecked Florizel at 12.15 p.m. to-day, and docked at the Red Cross pier. Numbers of people anxious about their friends had assembled at the entrance to the wharf where a detachment of the Royal Nfld. Regiment was drawn up under arms for the purpose of checking any rush to the wharf. A squad of police under Inspector Grimes, assisted the soldiers. No persons but the immediate relatives of the survivors on board the Prospero and press representatives were allowed near the ship. The steamer brought nine survivors, two of whom were passengers on the Florizel, viz. Messrs. A. E. Gardner and Kieley, the remaining seven being a portion of the crew.

From Mr. Gardner we get the following account of one of the greatest disasters in our annals. The Florizel left St. John's at 8 o'clock on Saturday evening. Weather then fairly clear but about an hour afterwards a blinding snow storm sprang up, accompanied by a S.E. gale, which made navigation difficult, as lookouts could scarcely see a ship's length ahead. The ship was apparently running at a good rate and every precaution was taken to guard against accident. Passengers were all in bed, sleeping soundly when at 4.40 a.m. Sunday the ship struck ground with terrific force, and every person on board at once knew that something dreadful had happened. Springing out of their berths those below rushed on deck, some being clad and others semi-clad. A terrible sight met their gaze. The sea was breaking over the ship which was now hard and fast ashore having run on the reef for fully half her length. About five minutes after striking the ship's position was identified as being Horn Head near Broad Cove, the ship having grounded about 200 yards from the shore, full bow on. She immediately took a list to starboard, which rendered more than difficult any attempt at crossing deck or passing fore and aft. After the first shock the vessel made three or four hard bumps which settled her more firmly on the reef, and great numbers swept her from port to starboard carrying away wheel house and smoking room in a few minutes. Twelve lives were swept to destruction when the bridge and wheelhouse went, including Captain Joseph Kean, who had previously broken his leg in some way. All day Sunday the weather was wild and stormy, with mountainous seas now coming on board over the stern. In the early forenoon 33 passengers and crew managed to reach the Marconi room, where they remained; the door was broken to matchwood by the force of the seas. Weakened from exposure, Joseph Mulrooney, a returned soldier, died. His wife and child who were on board also, have not been accounted for and it is presumed that they are among the drowned. The body of Mulrooney was laid out on deck from which it was later carried overboard by the waves. The remaining 33 who took shelter in the Marconi house were subsequently saved. Crowds of people lined the beach when daylight came but could not effect any rescue work. Early Sunday morning, one boat from the shore made an effort to get alongside the Florizel but, swamped, without loss of life, fortunately, and no further effort was made for some time. Rescue work from the steamers now at the scene was attempted but had to be abandoned, as the sea was still running too high for work to be carried on and it had to be put off until daylight this morning. Only two of the lady passengers were now left, the others having succumbed to the effects of the weather and exposure, or were washed overboard. Many dead bodies were lying about the docks, and others were drowned in their berths. The Sosa, Hawk, Prospero and Terra Nova were now rendering all assistance possible and though no work could be done yet their presence cheered those on board the battered wreck. There was no panic whatever. When the time came for the survivors to be taken off, the work was conducted in an orderly and disciplined manner. As the boats came alongside, the survivors dropped into them over the starboard side of the ship (being lowest owing to list) one by one, their course over the side being assisted by lines. The most anxious time was spent by those in the Marconi Room as they were fearful of its holding on. Luckily it did so and every one in it was taken off. Four men also were saved who had sought shelter in the oilers room under the forecastle deck. For 27 hours there was no light, no food, no fire, no drinking water, with the waves now thrashing the hull fore and aft. The treatment of the nine survivors brought along by the Prospero was all that could be desired. Nothing was too good and from captain to cabin boy each vied with the other to make them comfortable. The two ladies saved behaved admirably. Mr. Kieley, Manager of the Nickel was in No. 2 stateroom all day Sunday and was only rescued this morning, behaved with the greatest coolness and courage, though being badly frostbitten. Two other passengers in the same room as Mr. Gardner attempted to go forward, but on crossing the fore hatch were swept overboard and drowned. Mr. Gardner only saved himself by clinging fast to the hatch combing. Of the first class passengers, only about half a dozen were saved and of those in the second class probably seven or eight. Major Sullivan leaped overboard and catching a rope from a boat was towed to one of the steamers and hailed safely aboard. Great praise is due the heroism of the men who had their boat swamped in making the first attempt to reach the Florizel. In the Marconi Room everybody was cheerful and had it not been for the strength of the fastenings which held the house to the deck, it is quite possible that not one of the 33 taking refuge therein would have been saved. Very little time elapsed from the time of striking before water commenced to rush in the ship, and the corridors in the saloon soon became miniature rivers. When Mr. Gardner left his stateroom he had to wade through fully 8 inches of water which kept increasing. Third officer Jackman was badly injured, his nose and upper lip being caught in the teeth knocked out but he endured it all in a stoical way and by his cheerfulness assisted in keeping up the flagging spirits of the others. When the Florizel first struck, Mr. Gardner turned out hurriedly and told his berth mate that apparently the ship was going through ice, suggesting back into sleeping quarters again. Five minutes later he was compelled to make a bee line for the deck, his room mate being with him. The latter, name unknown, in attempting to go forward was carried over the side by a comb which at that instant had come on board. Captain Martin was the last man to leave. The rescue work was carried out under the most trying ordeals of wind, sea and current. One dory capsized, throwing its occupants into the water, from which they were ultimately pulled out.

The Florizel's decks this morning showed a sad, sad spectacle, with the corpses of those not taken by the sea, lying about. Others were doubtless in their berths and it is thought that the larger portion of those missing were either killed or drowned. It was impossible to save everyone, as the after part of the ship's superstructure, including smoking room, was carried away instantly, and it was here that most of the saloon passengers had congregated. All the boats were broken to splinters in a comparatively short time. One woman was seen hanging near the rail and a man was lashed in the rigging. The scenes were gruesome in his extreme and everyone saved considers it nothing short of miraculous that any were saved. The sailors declared it was their worst experience, and those of the survivors, while relating over their safety, yet feel deeply with the friends and relatives of those who were lost. Mr. Gardner, who lost everything he had, is none the worse after his trying experience.

RESCUE SHIPS ARRIVE.

The steamers Prospero, Hawk, Home and Gordon C. reached port to-day, bringing a number of survivors of the ill-fated Red Cross liner Florizel. Shortly after noon hour thousands of people lined the waterfront all anxiously waiting the arrival of the rescue ships. Many who had been on board the lost liner watched with throbbing hearts the approaching vessels. The Prospero was the first to enter port and hauling into Harvey's wharf, landed her precious freight. A few moments after the whaler Hawk with over 20 more survivors hauled up by the Prospero, but later steamed to Bowring's premises where the shipwrecked passengers and crew were landed. The Home and Gordon C. arrived within the same hour bringing but a few survivors.

HAD TERRIBLE EXPERIENCE.

Seaman J. Barry had his foot and arm badly injured and had to be sent to the hospital. Marconi operator Carter is somewhat shaken up but not seriously hurt. He was quartered at the Seaman's Institute.

Capt. James, first officer, received a nasty blow on the right arm, the right arm being cut about the hands and body.

Capt. Martin feels keenly the loss of his ship with so many precious lives. He is in such a weak state from exposure and worry that an interview with the representative of the press could not be permitted.

Ralph Burnham reported as the only survivor of the shipwrecked men that left to join the Imperial Flying Corps, at Toronto, is badly smashed up and had to be removed to his home in the ambulance.

Third Engineer Eric Collier was asleep in his berth when the ship struck, but managed to scramble to safety.

Third Mate Jackman is also much

The Last Week of Our 22nd ANNUAL SALE.

Sweeping Reductions in All Departments

Within a few days this Great February Sale will be to an end, but in the meantime the saving opportunities are more numerous than ever. Hundreds of Bargain items not advertised will be found in every section of this Store. Make a list of your prospective requirements, and come prepared to save almost as much as you spend.

The Royal Stores Ltd.

injured and had to be removed to the hospital in the ambulance. Capt. Dalton, who went up to assist in rescuing, got several of his feet broken in attempting to board the Florizel. Upwards of twenty of the survivors escaped in their night attire and had to be supplied with boots and clothing before being removed from the rescue ships.

EVERYTHING READY.

Doctor Campbell, Port Officer, assisted by Dr. Cowperthwaite and Major Paterson, Mr. W. R. Reeves, who directed the ambulance corps consisting of naval and military detachments, did everything possible for the comfort of the survivors. Special beds had been prepared at the General Hospital and at the Seaman's Institute. Those whose homes were out of town and not seriously injured were quartered at the Institute.

DEATH TRAIN AT PETTY HR.

The bodies of the passengers and crew who were driven ashore and picked up yesterday are now at Petty Hr. Station where they are being placed in caskets by Undertaker A. Carnell. The death train is due this afternoon.

When you want Sausages, why get ELLIS'; they're the best.

European Agency.

Wholesale imports promptly executed at lowest cash prices for all British and Continental goods, including: Books and Stationery, Boots, Shoes and Leather, Chemicals and Druggists' Sundries, China, Earthenware and Glassware, Cycles, Motor Cars and Accessories, Drapery, Millinery and Fancy Goods, Fancy Goods and Perfumery, Hardware, Machinery and Metal, Jewellery, Plate and Watches, Photographic and Optical Goods, Provisions and Oilsmen's Stores, etc., etc.

Commission 2½ p.c. to 5 p.c. Trade Discount allowed. Special Quotations on Demand. Sample Cases from \$50 upwards. Shipments of Produce Sold on Account.

William Wilson & Sons (Established 1814).

25 Abchurch Lane, London, E.C. Cable Address: "Annuaire, Lon."

MINARD'S LIMENT CURE S COLD, ETC.

NEW Furniture.

We have just received another shipment of New Furniture, Bought at Last Year's Prices, which we will offer at Old Prices to clear,

as prices will positively be much higher. Those intending to buy Furniture within the next three months, will do well to see same. It consists of:-

Sideboards, Extension Tables, Bureaus & Stands, Chairs, Rockers

in various sizes and prices, Also, a small shipment of

BEDS,

we offer with our Springs and Mattresses, at special prices.

The C. L. MARCH CO., Ltd.,

Corner Water and Springdale Streets.