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Feb. 2, 1918.

Evening Telegram

W. J. HERDER, --- Proprietor

SATURDAY, March 2, 1918.

The Florizel Inquiry.

While we agree entirely, as we must, with our contemporaries as to the necessity of the fullest and most authoritative inquiry into the Florizel tragedy—it would be compulsory in any case, without need of urging—we should like to utter a mild protest against the tendency we have observed, though it is natural enough, to place the blame on someone or another, without considering whether any blame in fact exists, and of judging the case beforehand. The message from Ottawa bluntly charging these in authority over the Florizel with a disregard of warnings from the meteorological office is a good illustration of both these things. It would be absurd to suppose that the warnings in question were needed on Saturday night. It has yet to be shown that the storm of that night, bad as it was, has the slightest bearing on the case or was in any way responsible for the disaster. We do not say that it was not of course, but if the mere fact that a ship puts out in a storm is sufficient to satisfy Ottawa as to the cause of such an occurrence, it is certainly not sufficient to satisfy those who knew the Florizel and her crew.

All this, however, will be elicited with the greatest possible thoroughness at the investigation. All we have to say at this stage, is that if the investigation stops with the navigation and stranding of the Florizel and does not inquire into the truly appalling conditions revealed by the subsequent events, it will omit the most important service it can render. Fixing the responsibility, if any exists, for the loss of the ship will not restore either the ship herself or the lives lost with her; but to expose the criminal negligence which for fifty years and more has left this hideous coastline unprotected with the most elementary life-saving device may result in the preservation of no-one knows how many lives in the future. It happens in this case that the survivors, probably, who might have been rescued on Saturday were in fact rescued the following day. For that we can only thank a merciful providence and the fine work of those who built the ship so staunch and strong. For the actual work of rescue we can only thank the ships and their crews who performed it so well, remembering that it is not their business, whatever their ability, to stand by wrecks. That is the business of persons who simply do not exist, using appliances which simply do not exist, in this country, which stands in more need of both daily than any other in the world. It is a terrible indictment, to which the whole community must, with a burning shame, plead guilty.

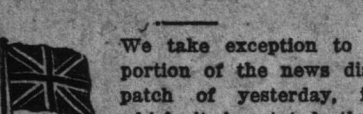
Court of Enquiry.

The Marine Court of Enquiry into the loss of the S. S. Florizel, we are informed, will be constituted as follows:

James P. Blackwood, K.C., presiding with Commanders McDermott (H. M. S. Briton), Captains Edward English, Sr., and Geo. Spracklin as assessors. The Crown will be represented by the Attorney General and Mr. Eric Dunfield, and the first sitting will be held in the tower room of the Court House at 3 o'clock this afternoon. This Court of Enquiry is called for under the Marine Court of Enquiry and Merchant Shipping Acts of Great Britain. In addition the Government contemplates instituting an enquiry of a larger scope.

MINARD'S LINIMENT CURES GARTER IN COWS.

Sensational News.



We take exception to a portion of the news dispatch of yesterday, in which it is stated that the ill-fated liner Florizel put to sea on Saturday last ignoring the storm signals, and that consequently the disaster and its accompanying terrible loss of life must be attributed to the sailing of that ship in face of the warning of the Meteorological Service. On what authority or evidence this grave accusation is made, we are not at the present moment, able to conjecture. Sufficient for our subject however that it has been advanced as a hypothesis, by some person or persons, in an obvious attempt to lay blame on either the master or owners of the unfortunate vessel, as to the superficial issue it would appear that the Florizel was literally forced out of port in the teeth of a storm. That this news comes from Ottawa in a semi-official guise does not detract from the serious nature of its contents, nor does it help to soften the sorrows of those whose dear ones were taken away. It re-opens the wounds caused by grief and again uncovers the faces of the lamented dead. Not only that, but it opens up an avenue of thought which might lead the imagination toward unpleasant things. We are steadfastly opposed to such a quality of news intelligence, and at no time will we have any hesitation in using the strongest terms in condemnation of it. Newspapers are purveyors of knowledge to their readers, but yesterday, in the light of recent events, we would not admit this portion of the dispatch to print. In the loss of the Florizel, shock has succeeded shock and the magnitude of the catastrophe has dealt the community a stunning blow from which it has not yet recovered. The real gravity of the item lies in its direct assertion that the storm warnings were deliberately ignored, thereby leaving it to be assumed that those in charge of the ship and its precious human freight were heedless of weather conditions; or that some persons interested directed that she put to sea and take the chance of weathering the storm, which, the signals announced, was then brewing. It is not within the province of any person or persons to determine the cause of the disaster until such time as proper and competent authorities sit in their official capacity and hold both an enquiry and an investigation. Then all will be revealed, but till such time as their report is issued it does not become any irresponsible person to become any comments upon a matter which has been fraught with dire consequences. We are sure when that enquiry is completed everything will be brought to light, but for amateurs to put forward any opinions, during the holding of such enquiry, is not the essence of wisdom, nor yet in the best of good taste. It is not yet a week since the sad occurrence, but numerous rumours have been set afloat, and dozens of absurd theories advanced, as to the causes, which have not the slightest basis. The Telegram supports the suggestion made in the other city dailies that the enquiry be enlarged in scope, and given opportunity to recommend (we could wish that it had power to insist) to the marine authorities the prime necessity of establishing at once further aids, to navigation on a stretch of coastline which has picked up more shipping than any other part of the Dominion. But to recommend it; to act, sometimes difficult, but the people of Newfoundland will not now be put off with vague promises. They will demand that a complete life saving system be established somewhere on the Southern Shore and an increased number of light-houses, fog alarms and automatic whistling buoys placed at other danger points. This country has been trusting too much to luck. Time and again it has been advocated that our coast guides are entirely inadequate to the demands of our shipping, but very little improvements, in certain sections, have been effected. Now that grim tragedy has been brought so closely home, everything possible should be done to obviate a recurrence. With so many R. N. R. men coming back from the Navy, the first thing to be taken in hand should be the inauguration of coastguard stations at various points, with time expired Naval Reservists in charge of each post. We do not intend to let this vital matter drop out of sight, but shall return to it again.

In Memory

OF PRIVATE DAVID SCANLAN, KILLED MARCH 3rd, 1917.

God bless you who have answered Duty's call
And proudly joined the gallant boys of Ours
One heartfelt prayer ascends from one and all—
God bless you!

God help you who are fighting far
Fighting that those you love may never know
War's greatest horrors. Be it ours to pray
God help you!

God rest you gallant lads beneath the sod
Than yours no nobler deed was ever done,
You gave your lives for us—your souls to God—
God rest you!

Honor to Whom Honor is Due.

To the captain and crew of s.s. Terra Nova must be accorded a particular meed of praise for the gallant manner in which they braved all dangers in their heroic and successful attempt in saving 31 seamen of the Florizel disaster. The story of the Terra Nova's presence at the scene has already been told in these columns but no names of any crews were mentioned. We are in a position today to give the following details:

No. 1 Dory—Harold Cloutier, A.B. Terra Nova; C. W. Penney, R.N.R.; A. Morey, R.N.R.
No. 2 Dory—Matt Shanahan, A.B. Terra Nova; Park Gallagher, A.B. Terra Nova; Geo. Westcott, A.B. Terra Nova.
No. 3 Dory—S. Hann, R.N.R.; J. T. Murphy, R.N.R.
No. 4 Dory—Michael Sears, Steward, Terra Nova; Theo. Mercer, R.N.R.; H. V. Hunter, R.N.R.

Of the 31 lives saved by these men, No. 1 dory has 18 to the credit of its crew. In addition this boat also rescued one of the crew of the s.s. Gordon C., when that ship's boat upset, and brought him to the shore, where he was treated by the doctor. The crew of No. 1, Cloutier, Penney and Morey were right to the fore, and it is due to their heroic skill and courage that the tale of lives saved was so great. The crew of No. 2 dory, Shanahan, Gallagher and Westcott, is to be highly commended. These accounted for eight souls from the wreck and only gave up the rescue work when their boat was swamped. No. 3 dory containing Hann, Moore and Murphy, filled with water while attempting to get alongside the wreck. They afterwards went on board s.s. Home where Murphy who had swallowed some salt water and was ill from the effects, was replaced by another R.N.R. man, Ash. This boat, notwithstanding the efforts made did not save any life, but the conduct of the crew was evidence of their determination to do all possible. No. 4 dory being manned with young and unskilled men, did not approach near the wreck but laid off so as to be of assistance to all possible. No. 4 dory being manned with young and unskilled men, did not approach near the wreck but laid off so as to be of assistance to all possible. No. 4 dory being manned with young and unskilled men, did not approach near the wreck but laid off so as to be of assistance to all possible.

Special mention must be made of the coolness and resources of the crew of Nos. 1 and 2 dories. We need however go no farther than to point out that these were responsible for the saving of over two-thirds of the total number of those rescued.

Hacc Dona Tibi Fero.
St. John's, Nfld.,
March 2nd, 1918.

The Editor Evening Telegram.

Sir—Herein I have the honour to quote the following letter, received by me from the Hon. R. Watson, Assistant Private Secretary to His Excellency the Governor, in relation to the conferring of the title of "Royal" on the Newfoundland Regiment.

"Dear Colonel Woodruffe:
I have the pleasure in informing you that His Majesty the King, in view of the magnificent bravery and resolute determination shown by all ranks, has been graciously pleased to approve of the grant of the title "Royal" to the Newfoundland Regiment."

Please accept and convey to all ranks my warmest congratulations that your achievements have met with such well earned recognition.

Official intimation will be sent to you and this is merely a personal message from myself to your gallant regiment.

Yours very truly,
(Sgd.) D. HAIG."

Lieut. Col. J. S. Woodruffe,
Commanding 1st Bat. Royal Nfld. Regiment,
British Exped. Force.

Feb. 4, '18.

In connection with the foregoing, and apart from the consideration of the great compliment to the ranks of the Regiment by Sir Douglas Haig, G. O. C. the Forces, it has been brought to my notice that our Lieut. Colonel, Sir Watson Davidson, was mainly instrumental in having this honour conferred. When Sir Watson was in France, he interviewed Sir Douglas Haig in connection with the matter, and, subsequently, interviewed the Secretary of State for the Colonies, Mr. Walter Long, and Lord Derby, and finally an amicus with His Majesty the King, when His Majesty graciously gave his consent to having this honour conferred. Official notice has already been given of this Royal recognition of the men of our Regiment, and I think it is only right and proper that our late Governor should be given due credit for his endeavours in connection with the same.

Yours faithfully,
J. P. B. BENNETT,
Acting Minister of Militia.

Our Volunteers.
The following young men joined the colors during the last two days:
Ernest Brown, Port au Gal, Burin.
Geo. Murlay, Marytown.
Hayward Bradbury, Bay Roberts.
John Russell, Bay Roberts.
Percy Green, Burlington, N.D.B.

McMurdo's Store News.
SATURDAY, March 2nd, 1918.

These Colgate Combs are an excellent selection, at a price that is certainly very moderate. For one dollar you get a box of Cashmere Toilet Soap, a box of Colgate Toilet Soap, a dainty little bottle of Maud Violet Perfume and a bottle of Lilac Imperial Toilet Water; the whole dished up in a compact box, neat and portable. Not a bad dollar's worth.

We have just received a stock of Dodd's Kidney Pills.

BODY TO BE SENT HOME.—The body of Mr. Wagner Richards, one of the Florizel victims, has been embalmed by undertaker Carnell and will be taken from the Seaman's Institute to the railway station at 11 o'clock tomorrow and sent to his late home at La Have, N.S., for burial.

Victims of the Florizel Tragedy.

GIVEN MASONIC FUNERAL.

A most impressive and unique ceremony was witnessed at the Masonic Temple this morning when a large number of Masons assembled in the main Lodge Room to pay tribute and attend the funeral of the late George Massie and his little 11 year old daughter, Catherine, both victims of last Sunday's great marine tragedy. The remains of father and daughter were enclosed in beautiful caskets with brown and white plush corduroy velvet coverings respectively and silver mountings and rested on trestles in the centre of the Lodge Room. On the top of the caskets were beautiful floral tributes presented by Lodges 1451, 1452, 1453, 1454, 1455, 1456, 1457, 1458, 1459, 1460, 1461, 1462, 1463, 1464, 1465, 1466, 1467, 1468, 1469, 1470, 1471, 1472, 1473, 1474, 1475, 1476, 1477, 1478, 1479, 1480, 1481, 1482, 1483, 1484, 1485, 1486, 1487, 1488, 1489, 1490, 1491, 1492, 1493, 1494, 1495, 1496, 1497, 1498, 1499, 1500, 1501, 1502, 1503, 1504, 1505, 1506, 1507, 1508, 1509, 1510, 1511, 1512, 1513, 1514, 1515, 1516, 1517, 1518, 1519, 1520, 1521, 1522, 1523, 1524, 1525, 1526, 1527, 1528, 1529, 1530, 1531, 1532, 1533, 1534, 1535, 1536, 1537, 1538, 1539, 1540, 1541, 1542, 1543, 1544, 1545, 1546, 1547, 1548, 1549, 1550, 1551, 1552, 1553, 1554, 1555, 1556, 1557, 1558, 1559, 1560, 1561, 1562, 1563, 1564, 1565, 1566, 1567, 1568, 1569, 1570, 1571, 1572, 1573, 1574, 1575, 1576, 1577, 1578, 1579, 1580, 1581, 1582, 1583, 1584, 1585, 1586, 1587, 1588, 1589, 1590, 1591, 1592, 1593, 1594, 1595, 1596, 1597, 1598, 1599, 1600, 1601, 1602, 1603, 1604, 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