

# AWFUL MARINE TRAGEDY.

## S.S. Florizel, With 138 Souls on Board, in a Blinding Snowstorm, Crashes Into Rocks at Cappahayden and Becomes Total Wreck--- Number of Bodies Washed Ashore --- Survivors Clinging to Vessel, While Mountainous Seas Sweep Over the Wreck.

Early yesterday morning news was received in the city that a large steamer was ashore near Cape Race. Immediately preparations were made to send relief vessels to the scene. Following the first receipt came the startling intelligence that the ill-fated ship was the Florizel, which sailed from here at about 8 o'clock Saturday night. The first news of the disaster was picked up by the Admiralty wireless station at Mount Pearl, in a radio from the stranded ship:—

"S. O. S. Florizel ashore near Cape Race. Fast going to pieces." This message was communicated to Mr. P. Ellis, shipping agent at Bowring Brothers at 5 a.m., and by him to Mr. Eric Bowring. At once an attempt was made to get in touch with the Florizel through Cape Race and Admiralty Stations, both of which failed, and it is supposed that the Marconi apparatus on board was put out of commission when ship's engine room filled with water, stopping dynamo. No other information being forthcoming Mr. Bowring held consultation with Capt. A. Kean, ships' husband, and Mr. M. McGottigan, marine superintendent of the company, and they decided to get a ship or ships ready to proceed forthwith to the scene of the wreck. The Reid Newfoundland Co. and the Marine and Fisheries Department were also notified, and by noon three steamers were provisioned, manned and ready to start, "Gordon C.", Capt. Perry, "Home", Capt. Parsons and Spracklin, and "Terra Nova", Capt. Kennedy. They had on board rocket guns, life saving apparatus, floating buoys, life belts, etc., and carried special crews of Royal Naval Reserve with dories and life rafts. The S. S. Hawk, Capt. Simonsen and Dalton, also fully equipped with life saving gear and acetylene lamps for night work got away about 4 o'clock.

A relief train carrying Doctors Macpherson and Anderson with nurses, stretchers, mattresses, dressings, etc., was despatched to Renewes by the Reid Nfld. Co. at 11.30 o'clock, arriving at Renewes four hours later. An operator from the Company's despatching office was sent along to "cut in" and keep agents and owners posted in all occurrences.

The news of the calamity spread quickly, and many and conflicting were the rumours circulated. At 11 o'clock definite information was sent in by the operator at Cappahayden, stating that the Florizel was ashore at Horn Head, was under water from aft to the smoke stack, with heavy seas breaking over her and no sign of life observable. Shortly afterwards came a message that several men could be seen on the fore and bridge decks, and others in the rigging. This news was quickly followed by another message stating that several bodies had been washed ashore, that the ship had broken off and no hope could be held out for the rescue of any of those who formed the ship's company.

The offices of the Red Cross Agents, Messrs. Harvey and Co., Ltd., and those of the owners, Messrs. Bowring Bros. Ltd., as well as the Anglo and Postal Telegraph Offices were besieged by the friends and relatives of those on board, but no reliable information was forthcoming and in whispers everybody expressed their fears that the worst had happened. At 2 p.m. (yesterday) a message to Mr. Cyril Tester, from a reliable source, said that there was evidence of life on the wreck about the forward part, that the Marconi House was standing and also the foredeck house and forecabin. Both masts and smoke stack were holding, the waves were sweeping clean over the hull, and not the remotest hope of attempting a rescue until the sea went down. As day wore on, many conflicting reports continued to be received and were circulated, adding to the suspense and misery of those having loved ones on board.

At 4 o'clock Rev. Father Doutey, Cappahayden, wired Mr. J. J. St John that ship was holding fast and sea moderating, but that no attempt at rescue had been made and no lives saved up to that time.

At 6 o'clock Mr. Tester received the following telegram:—

"Men still on deck forward, sea moderating. Two steamers in sight."

Message of similar import were received by Messrs. Bowring Bros. and Harvey and Co. and a ray of hope sprang up.

At ten hour Mr. Tasker Cook wired that a light was visible on board, and that the forward houses were still intact. Just before midnight the special correspondent of the News wired that a light was visible on the Florizel and it was thought that she was signalling the Home which was lying by. In this event it would be fair to conjecture that as the message further states a number of passengers and crew took shelter in the foredeck houses after the ship struck and kept under cover during yesterday. It is a theory generally accepted in the city that Captain Martin would not attempt to launch his boats after steamer struck, owing to the furious sea which was running at the time, and that he pursued the course of encouraging all to stand by the ship, removing the passengers to safe quarters, which according to ship's position would be forward. It is further assumed that in effecting this transfer some of the company were washed overboard which may account for the bodies picked up on shore. There is little doubt that when the steamer struck all the passengers were asleep, only the regular watch being on deck. In this case it is fairly certain that many of the passengers came on deck in light attire and consequently must have suffered terribly from exposure. It is hoped that from the latest bit of encouraging news the feeling of gloom will be lifted somewhat and that to-day relief will be brought to the anxious ones, who are so deeply concerned for the safety of those of their relatives who were on board. The Prospero having left the scene at 3 o'clock this morning we may look for her at one, when we hope to give more fuller details of this appalling disaster.

**THE S. S. "FLORIZEL"**

The Red Cross Liner Florizel, Capt. W. J. Martin, was the largest and best known ship of our mercantile marine. As before noted she sailed from this port about 8 o'clock on Saturday night for Halifax and New York with a very valuable cargo and a passenger list of seventy-eight, in first and second cabins. Her crew numbered sixty, making a total of one hundred and thirty-eight souls in all. The steamer was built in 1909 by C. O'Connell & Co., Ltd., of Glasgow, for the New York-Nfld. and Halifax S. S. Co., and when launched was the only ship of her class afloat, being specially constructed to contend with ice. She was a steel screw steamer of 3,081 tons gross; 1,980 tons net; 295.5 feet long; 43.1 feet beam; 29.6 feet deep and was fitted with submarine signalling apparatus and wireless. She has been used almost entirely in Newfoundland trade and as a transport having taken across the "Blue Puttees" in 1914, with Captain Martin in charge, and has several times since done transport service. The ship was valued at \$700,000 and the cargo at about \$25,000.

The following messages in connection with the wreck have been received:—

**FROM HON. TASKER COOK TO MR. E. A. BOWRING.**

Cappahayden, Feb. 24.  
"Just arrived here. Can do nothing from the shore. Terra Nova and Home lying off. Sea getting smoother. Expect steamers may be able to do something shortly. Seven bodies at station here, supposed to be Second Officer King, C. H. Miller, Snow, Froude, Mrs. W. F. Butler. Dark when we got here. Men still seen on board. Florizel lying upright, under water from funnel aft. Bridge deck and forecabin over water. Will do utmost to get rockets on board. Will wire later."

**FROM HON. TASKER COOK TO MR. E. A. BOWRING.**

Cappahayden, Feb. 24.  
"Remarkable bravery of ship's crews who in dories are engaged in rescuing lives in boiling sea and who are continuing their gallant work of rescue, taking off in less than half an hour twenty-five men in dories. All on board will be saved. First ship with rescued should leave within an hour. Too much praise cannot be given the brave men."

**BODIES WASHED ASHORE.**

Up to last evening seven bodies were washed ashore.

**HENARD'S LINIMENT CURES DYPH-THERIA.**

**FROM HON. TASKER COOK TO MR. E. A. BOWRING.**

Cappahayden, Feb. 24.  
"Have returned. Nothing can be done until sea moderates. Will have another try in the morning. Marshall, of Briton, put a rocket and line on board but got no response. Steamer Home launched a boat but she could not get within a quarter of a mile of Florizel. Some cargo washing ashore here. Have placed men on bank to watch chance to get to her if any offers. Condition of ship hopeless and regret very much that I cannot hold out much hope."

**T. COOK.**

**OTHER MESSAGES.**

Constable Lynch wired Inspector General Hutchings from Cappahayden as follows:—

"Six or seven bodies picked up, one woman. Five men can be seen on deck. No possibility rescuing them from land, only way is by steamer. Sea breaking over wreck."

**OTHER MESSAGES.**

Mr. P. H. Cowan, Manager for the steamer Gordon C., received the following message from Capt. Perry:—

"First at scene of wreck. Home arrived twenty minutes later. Went as near as possible to wrecked steamer. No sign of life on board. Ship submerged, sea covering her over all but spars and smoke stack. Going back at daylight. May be some bodies lashed to some part of ship. Sea mountainous. Coming back here see some empty barrels driving from her."

**PERRY.**

The following message was received at 8.30 last night by the Colonial Secretary, Hon. W. W. Halfyard, from Capt. Perry of the Gordon C., which had harbored at Renewes for the night:—

"Arrived at scene of wreck 5.30. No sign of life on board. Sea covering ship. After part all submerged. Impossible to get on board. Went as near as possible. Going back at daylight."

**PERRY.**

Cappahayden, 5 a.m.  
Florizel in same position. Sea boisterous, but weather calm. Prospero, Hawk and Home standing about half a mile off the wreck, awaiting daylight. A boat containing four men with two empty boats in tow from the Prospero made an attempt to reach the wreck, and succeeded in getting within a few yards of the inside of the ship, but owing to heavy sea abandoned the attempt and returned to the Prospero. One of the three bodies already reported unidentified, is now known to be George Long, carpenter, of Flower Hill, who was going to New York. Believe all efforts to rescue will have to be made from the steamers. Lights still seen on Florizel, evidently signalling to the steamers. Two other bodies were seen floating in the water on the west side of Cappahayden, but could not be got ashore. No fear of steamer breaking up.

A message to Mr. Eric Bowring at 3.30 this morning from Hon. Tasker Cook, stated that he had engaged a ship and crew to proceed to Florizel as quickly as possible, starting at daylight.

Cappahayden, 7 a.m.  
Remarkable bravery of ship's crews who in dories are engaged in rescuing lives in boiling sea and who are continuing their gallant work of rescue, taking off in less than half an hour twenty-five men in dories. All on board will be saved. First ship with rescued should leave within an hour. Too much praise cannot be given the brave men."

**BODIES WASHED ASHORE.**

Up to last evening seven bodies were washed ashore.

**HENARD'S LINIMENT CURES DYPH-THERIA.**

were washed ashore, and according to messages received were identified as follows:—

**MRS. W. F. BUTLER**, St. John's.  
**MR. C. H. MILLER**, St. John's.  
**CORP. FRED. SNOW**, St. John's.  
**MR. E. FROUDE**, St. John's.  
**JAS. DWYER**, (Waiter) St. John's.  
**GEORGE LONG**, St. John's.  
**SEED OFFICER JOHN R. KING**, Arichat.

The remains will leave this morning for here, and will be looked after by Undertaker Carnell.

**RECEIVED BY TESSIER AND CO.**

CAPPAHAYDEN, 8.30 a.m.  
Hawk left for St. John's with survivors. Rescue of those alive finished; two more bodies (armon) washed ashore on beach; ship fast breaking up; several dories capsized while engaged at rescue work. All on dories picked up except one.

**SURVIVORS BY PROSPERO.**

The first message telling of the survivors of the ill-fated Florizel was received in the city early this morning. They are safe on board the S. S. Prospero and are as follows:—  
Captain Martin, Commander.  
First Officer Capt. James Bosun, M. F. Power.  
Seaman W. Molloy.  
Carpenter, Jacob Pinsent.  
Wireless Operator, Cecil Carter.  
First class passengers:—  
J. Kieley, Manager of the Nickel Theatre.

A. E. Gardiner, ex-reporter of the Evening Telegram.

**Passenger List.**

**FIRST CLASS PASSENGERS FOR HALIFAX.**

Frank Chown, son of Mr. Newman Chown, Prescott Street, City.  
Fred Snow, son of Mr. N. Snow, Bowring Bros., LeMarchant Rd., City.  
Edward Berteau, son of Mr. F. C. Berteau, Auditor General, Torbay Road, City.  
Jack C. Parsons, City.  
N. Sellars, City.  
Stevenson (Roundripper).  
Ralph Burnham, son of the late Frederick and Mrs. Burnham, Military Road, City.  
George Masie.  
Mrs. George Masie.  
Miss Katherine Masie.  
W. E. Bishop, Burin.

C. H. Miller, of the U. S. Picture and Portrait Co., City.

Gerald St. John, son of Mr. John St. John, City.

J. P. Kieley, Manager Nickel Theatre, City.

M. Connolly, butcher, Military Road, City.

John Connolly, butcher, son of the former, Duckworth Street.

Miss E. Beaumont, Halifax School for the Blind.

W. Parmenter, keeper at Lunatic Asylum, Southside Road, City.

Major Sullivan, Newfoundland Foresters, City.

Patrick Lacey, Manager Crescent Theatre, Saunders' Place, City.

A. E. Gardiner, ex-reporter Telegram, Britannia Cove, T.B.

Capt. Joseph Kean, S. S. Prospero, Victoria St., City.

John S. Munn, Director Bowring Bros. Ltd., Forest Road, City.

Miss Betty Munn, daughter of Mr. and Mrs. J. S. Munn, City.

George A. Moulton, Canadian Investors Ltd., Freshwater Rd., City.

C. B. Moulton, son of the former, pupil of Deaf and Dumb Institution, Halifax.

G. Parmenter, Harbor Grace.

M. O'Driscoll, Accountant Job Bros. & Co., LeMarchant Rd., City.

Miss Trenchard, nurse to Miss Betty Munn, City.

W. Earle, son of Mr. H. J. Earle, Fogo, brother-in-law of Bishop-elect White.

**HALIFAX—SECOND CLASS.**

George Long, formerly of Bowring Bros. express delivery, Flower Hill, City.

P. J. Fowler, G. Paddeter.

N. W. Dauphine, H. Peary, Charles Howell, —, Cleary, H. Peary, James Bartlett, A. J. Fagan, caretaker Bowring Park, City.  
James Stockley, Leon Mitchell, James Crookwell, G. Mullenow, O. P. Bellview, John Lynch, City, W. Richard.

**TO NEW YORK—FIRST CLASS.**

Thomas McNeil, of McMurdo & Co., Water St., City.

F. C. Smythe, Manager Woolen Mills, Military Road, City.

W. F. Butler, Architect, City.

Mrs. W. F. Butler, wife of above, City.

Alex. Ledingham, brother late Capt. James Ledingham, City.

W. Butler, Shipwright, City.

James J. McCoubrey, Asst. Manager Standard Mfg. Co., City, Leslie St.

Joseph H. Baggis, Curling, Bay of Islands.

Miss M. Barrett, City.

Edward Froude, Manager Dicks & Co., City.

Robert Wright, of R. Wright & Son, City.

Miss A. Dalton, ex-forewoman of the British Clothing Factory, City.

Miss Kitty Cantwell, City.

James Miller, agent for George G. Carnegie, N.Y., son of Mr. Charles Miller, Chief Steward S. S. Prospero, Mullock St., City.

James Daley, buyer, George Knowling, Ltd., LeMarchant Rd., City.

**SECOND CLASS.**

Joseph Mullenow, Gallipoli hero, wife and child, City.

Minnie Daniel, daughter of Mr. P. Daniel, of the Palace, Quidi Vidi Road.

Mrs. W. Dodd, P. J. Fitzpatrick.

A. Power, J. T. Sparrow.

W. Moore, Freshwater Road, City.

E. Greening, John Costello.

W. Guzwell, D. Griffiths.

Miss Elizabeth Pilley, Thos. Whelan, Arthur Guilfoyle, Hr. Grace.

**OFFICERS AND CREW.**

William J. Martin, Captain, St. John's.

William James, Chief Officer, St. John's.

John R. King, Second Officer, Arichat, N.S.

Philip Jackman, Third Officer, Renewes.

Michael F. Power, Bosun, St. John's.

J. V. Reader, Chief Engineer, Halifax.

Thomas Lumsden, Second Engineer, St. John's.

Eric H. Collier, Third Engineer, St. John's.

Herbert Taylor, Fourth Engineer, St. John's.

Charles Snow, Second Steward, St. John's.

Cecil Carter, Wireless Operator, Hayti.

Bernard J. Murphy, Assistant Operator, Liverpool.

Miss Margaret Kehoe, Stewardess, St. John's.

Jacob Pinsent, Carpenter, Pool's Isld.

Fred. Guthrie, Second Cook, Liverpool.

J. McKinnon, Baker, Glasgow.

Ramon Rez, Messroom Steward, Spain.

John Johnson, Pantry, Walter, St. John's.

Charles Reels, Walter, St. John's.

James Dwyer, Walter, St. John's.

Alex. Fleet, Walter, St. John's.

Hy. Dodd, Walter, St. John's.

Hy. Snow, Walter, St. John's.

P. Lynch, Walter, St. John's.

Gordon Ivany, Walter, St. John's.

Austin Whitten, Walter, St. John's.

Stan Squires, Walter, St. John's.

Joe. C. Moore, Walter, St. John's.

Stan Foley, Walter, Grey Islands.

Fred. Roberts, Walter, St. John's.

M. Dunphy, Walter, St. John's.

Ed. Timmons, Oiler, St. John's.

Jno. Davis, Oiler, St. John's.

Thomas Hennebury, Oiler, St. John's.

A. Moody, Butcher, New Hampshire.

Alf. T. Hatchard, Sailor, Poole, England.

Geo. Crocker, Sailor, Greenspond.

Geo. H. Curtis, Sailor, Southampton, England.

Jno. Lambert, Sailor, St. John's.

Wno. Walters, Sailor, Trinity.

Thos. Green, Sailor, Fernesse.

Arthur Gover, Sailor, Trinity.

Charles Bailey, Sailor, Port Rexton.

Joe. Barry, Sailor, Greenspond.

Wm. Molloy, Sailor, Cape Broyle.

Wm. Dooley, Sailor, St. John's.

Jno. Power, Sailor, Paradise, P.B.

Tore Scarie, Fireman, Spain.

Jose Fernandez, Fireman, Spain.

Jose Mendez, Fireman, Spain.

Thomas Garcia, Fireman, Spain.

Francisco Serna, Fireman, Spain.

Manuel Tavor, Fireman, Spain.

Manuel Rodriguez, Fireman, Spain.

Alejandro Garncero, Fireman, Spain.

Francisco Nartin, Fireman, Spain.

Gerardo Rodriguez, Fireman, Spain.

Jose Vila, Fireman, Spain.

F. Bequira, Fireman, Spain.

E. Rodriguez, Fireman, Spain.

# STOP & SHOP

AT

## BLAIR'S Great

# WHITE SALE

if Saving Money Interests You.

We can more especially save you a big pot of money on Ladies' Readymade White Goods.

Before the war the economical and diligent housewife would buy piece goods and remnants and save money by plying her needle to make garments for herself and her family. White Goods in the piece to-day are difficult to get, and in most cases there seems to be no limit to prices, excepting the blue sky. At the moment we are offering Ladies' White Garments away below in price anything that the cleverest needlewoman could make from to-day's materials, and our prices for these goods are in every case as low or lower than those of any firm in the city. But some day they will have to advance fifty per cent. upon the arrival of newer stocks.

**BUY NOW—Our Prices Shout Immediate Action.**

We are practically giving away Ladies' White Embroidered Camisoles at 25c, 35c, 45c, 50c and upwards.

Ladies' White Cambric Knickers at 60c, 70c, 75c and upwards.

Ladies' White Embroidered Underskirts at 50c, 60c, 70c, 80c, 95c, \$1.00 and upwards.

No! We didn't steal this lot of Skirts. Some of them perhaps are a bit narrow in the width, but then the price is a very narrow one.

Ladies' White Emb'd Princess Underskirts at \$1.00, \$1.20, \$1.45, \$1.65 and upwards.

Ladies' White Embroidered Night Dresses at 85c, \$1.20, \$1.40, \$1.50, \$1.60 and upwards.

Ladies' Combinations and Chemises appear to be gaining in popularity, and we can show a very special assortment of dainty goods in these.

All the above goods are made from White Cambrics and Longcloths, but we can give you all of them in White Flannelette also at very low prices.

Although we are most enthusiastic about our philanthropic prices for Ladies' White Wear, we can give you a few specials in White Goods in the piece. We are showing:

White Embroidery Cambrics (or Madapolams) 37 inches wide, at 22c, 32c and 37c per yard.

White Organdy Muslins and Irish Linens at pre-war prices.

White Middy Twill for making Middy Blouses, Dresses, etc., 34 inches wide, only 27c yard.

This is very strong and we have even sold some of this for boats' sails, as it has been so difficult to obtain the proper boat sail Drills. But we warn all fishermen to tie up such sails securely at night or in the morning they may find a blouse length cut off.

We have also A lot of White Mercerised or Satin Drills and Jeans in Remnants, averaging 30c yard.

These will wear forever and can be used for multitudinous purposes, as many of the ends match one another. We suggest Ladies' and Misses White Skirts, Jumper Blouses and Coats, Little Boys' Suits, Blouses and Pants, Barbers' and Grocers' Coats, Painters' Overalls.

We have some other White materials that are good values; but we have such small quantities we are not mentioning them, as only the early buyers will get them. Our stock of

White Curtain Scrims is second to none in town. They are the very latest styles, lace and guipure edged, and will appeal to the most fastidious.

While this Sale continues we shall be looking out and offering many other White Goods which we cannot mention here, but which you will find all good values.

# HENRY BLAIR.