

SEA TAKES TOLL OF MANY LIVES NEAR ST. JOHN'S

RED CROSS LINE STEAMER FLORIZEL A TOTAL WRECK ON NEWFOUNDLAND COAST

Little Hope Last Evening That Many of the 77 Passengers and 68 of the Crew Would Be Rescued—Steamer While Bound from St. Johns to New York Strikes on Freshwater Point, Seven Miles North of Cape Race During Blinding Blizzard.

It is Practically Impossible to Make Landing During Rough Weather on Iron-Bound Coast—Steamers Go from St. John's to Rescue But Hope Was Slight That Many Persons Would Be Saved—Bodies Coming Ashore.

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St. John's, Nfld., Feb. 24.—The sea took a heavy toll of life off the Newfoundland coast today. The British steamship Florizel, from St. John's for New York, with 77 passengers, and a crew of 68 was pounded to pieces by combers, a few hours after it went ashore at Freshwater Point, seven miles north of Cape Race. The number of persons—passengers and crew—who are thought to have perished, is estimated variously at from 100 to 150.

The first reports received from the isolated spot where the Florizel, a Red Cross Line vessel of 3,081 tons gross, went upon the rocks, failed to mention that any lives have yet been saved. Heavy seas made fruitless the efforts of rescuers, and agents of the line here said they believed there could be no survivors. Already the bodies have begun to come in from the sea.

Blinding Blizzard.

Beating her way due south, the Florizel plunged into a blinding snow blizzard. She rounded Cape Race in a heavy sea and was hugging the shore when she piled on the rocks. After sending a single S.O.S. call, her wireless became silent.

Owned By Bowring.

New York, Feb. 24.—The steamship Florizel, ashore at Cape Race, is owned by the New York, Newfoundland and

Halifax Company, known as the Red Cross Line of which C. T. Bowring Company, Limited, of Liverpool and New York are the agents.

The Florizel has to a great extent been used by the British government as a despatch boat in recent weeks, in service between St. John's and New York with stops being made at Halifax. British officials have been among the passengers on most of the trips and wounded soldiers have often been carried on her. During the recent cold spell here she became an important factor in relieving the coal shortage, the fuel authorities borrowing her for use as an ice cutter in the harbor.

This Report Has 156.

Announcement was made at the offices of the Red Cross Line this afternoon that a despatch received from St. John's stated that there were 156 persons on board the Florizel, including the crew of 68.

A message from Sir Erlo Bowring, agent at St. John's, said the Florizel lay three lengths or about 300 feet off shore, with seas flowing over her from aft to engine room and with rescuers finding it impossible to put out to her or for persons on board to put in toward the shore. The weather appeared to be moderating.

Little Hope Here.

Halifax, Feb. 24.—There is hope of saving some those on board the steam-

er Florizel. Halifax agents advised late this afternoon that several persons were seen on the deck of the ship, the bow of which is out of water and that rescuing steamers from St. John's would probably be alongside of her before dark tonight.

The agents of the steamer Florizel received a cable from St. John's at 4 o'clock this afternoon stating that the weather was moderating and that there was a possibility of saving some of those on the stranded steamer. People on land in the vicinity of the wreck reported that they saw five persons moving about the forward deck of the Florizel.

Hope Abandoned.

New York, Feb. 24.—The floating hope that a few of those aboard the wave-battered steamship Florizel, wrecked near Cape Race, might still be alive, virtually was abandoned tonight. Naval Gunners, who went to the rescue on a relief train sent from St. John's, put rockets and a line on board shortly before nine o'clock but there was no response.

The message which killed the hope that the disaster might not have been as complete as earlier reports indicated, was received by Bowring & Co., agents here of the Red Cross Line, at ten o'clock tonight from Tasker Cook, marine agent, who headed the relief party. It had been forwarded from St. John's. He characterized the position of the ship as hopeless.

"Will have another try in morning. Put rockets and line on board, but got no response. Steamer Home launched boat but could not get within one quarter mile of Florizel. Some cargo washed ashore. Have placed men on bank to watch chance to get to Florizel if any offers. Conditions of ship hopeless and regret very much that I cannot hold out very much hope."

An Earlier Message.

A message filed at St. John's at 7:30 o'clock tonight received at the offices here of Bowring & Company gave hope that some of those who were aboard the Florizel might still be alive. It was signed by a representative of the line who had just arrived at the scene of the disaster and said a light had been seen on the wrecked steamship.

The message sent to St. John's by Casper Cook and relayed to this city said:

"Just arrived at place of wreck. Can do nothing from shore. Terra Nova and Home lying off. Dark when we got here, but men have just seen a light on Florizel. Vessel lying up right under water from funnel aft. Will do what I can to get rockets aboard."

Left Saturday Night.

St. John's, Nfld., Feb. 24.—The steamer Florizel, Captain William Martin, left here last night at eight forty for Halifax and New York; her crew comprised sixty all told and she had fifty saloon and twenty-seven steerage passengers. It was fine when she left, but a snowstorm soon followed and by midnight a furious blizzard was raging over the whole countryside and extending seaward where it must have made the Florizel's progress difficult if not impossible.

She should have rounded Cape Race

shortly after midnight, but at five this morning she reported herself by a solitary wireless message heavily ashore near Cape Hayden, fifteen miles north of Cape Race and fast breaking up. This news was caught by the Marconi wireless station and St. Johns apprised, whereupon relief measures were promptly initiated.

When daylight broke men from the fishing village hurried to the scene and found that some few men were visible on deck, but that there was no chance of helping them owing to the mountainous seas raging.

Blizzard Raging.

The Florizel would have to proceed southward along the coast toward Cape Race about sixty miles distant. Mariners here think she probably put her head seaward to ride out the storm and that when the wind moderated somewhat toward morning her commander, thinking he had passed south of Cape Race, turned westward.

The ship struck in Broad Cove, about five miles west of Cape Race, and was subjected to a merciless pounding by the heavy seas. Small boats could not live in the surf and efforts to escape from the ship were hopeless, while in the absence of life saving equipment no assistance could be rendered from shore.

Men Seen Aboard.

Men could be seen on the bridge signalling for help and some had lashed themselves in the rigging.

Gradually under the buffeting of the waves, the hull disappeared from view and after a few hours the vessel was almost submerged while men in the rigging still signalled frantically but hopelessly for aid.

While the watchers looked on the bodies of five men and a woman came ashore and were taken to the hospital of Edgar Froude, Captain Joseph Kean and Robert Snow, passengers, and James Long, a sailor. The other bodies had not been identified.

Meanwhile arrangements had been made here to send the Terra Nova, a sealing vessel to the aid of the Florizel and a special train carrying physicians, nurses and supplies was made up and dispatched to the point nearest the scene of the wreck.

Capt. Martin Commanded.

The crew of the Florizel, included one woman, Miss E. McHardy. The vessel was commanded by Captain W. J. Martin, a master of long experience, and who was credited with the full confidence of the owners. The purser F. H. Jones, was chief purser of the steamer when the latter was sunk by the German submarine off the Massachusetts coast.

The cargo of the steamer consisted of 12,500 barrels of fish and fish products, valued at \$800,000. The ship itself was valued at \$1,000,000. Both ship and cargo were fully covered by a war risk and marine insurance.

The passenger list, including buyers, commercial travellers and a number of women.

Accompanying Mr. Munn were his little daughter, 3 years old, and her nurse. They were on their way to New York to join Mrs. Munn and Mr. Munn's stepfather, Sir Edgar Bowring and proceed to Florida with them.

Other Passengers.

Major Sullivan had been here on official business and was returning to Scotland to rejoin his battalion which is engaged in lumber cutting.

Joseph Kean, a master mariner, another of the passengers, was bound for Halifax to take command of the steamer Sable in the seal fishery next month.

The Florizel was a sister ship of the steamer Stephano which was sunk by the German submarine U-53 off Nantucket on Sunday night, October 8, 1916. She had been continued in the service between St. John's and New York but since the United States entered the war, her movements had not been given publicity.

MRS. E. A. SMITH GIVES LECTURE AT NEWCASTLE

Large Audience in St. James' Lecture Hall Hears Talented St. John Woman Tell of Belgians and Their Sufferings.

Special to The Standard.

Newcastle, Feb. 23.—The St. James' spacious lecture hall was well filled last night with a representative Newcastle audience to hear Mrs. E. Atherton Smith, of St. John. Mrs. Smith gave by request her lecture on "Belgium Then and Now." The talk was illustrated by splendid slides of that little country before the war followed by authentic war slides showing the path of the Hun through that martyred kingdom.

The large audience listened with rapt attention to Mrs. Smith's graphic description of Belgium's violation, and those present realized as never before what this war has meant to the heroic King Albert and his people.

Mr. McCurdy presided and after musical selections by Mrs. Williamson introduced Mrs. Smith.

At the close of the lecture Mrs. Smith was presented with a beautiful bouquet of carnations by Master Frank Park and was the recipient of a most appreciative vote of thanks.

After the playing of the Belgian National Anthem and God Save the King an informal reception was held for Mrs. Smith in the parlor of the hall and many took advantage of the opportunity to meet her and congratulate her on the splendid address.

The guest of Mr. and Mrs. William Park.

HALIFAX STRIKE STILL UNSETTLED

Not a Wheel Turned Yesterday on Street Railway—Company Declines to Re-instate Two Men.

Halifax, Feb. 24.—Not a wheel turned on the Halifax Street Railway today on account of a strike by the employees, and a heavy blizzard has covered the tracks under more than a foot of snow. The men stopped work because two employees were suspended by the management on a charge of insubordination, the decision to strike having been reached at four o'clock Saturday morning and made effective at once without further notice.

Conferences were held by the board of control today, both company and men meeting that body, but tonight there are no signs of a settlement. The company declines to reinstate the two men and the men will agree to arbitration only if in the meantime reinstatement takes place.

NO STOMACH PAIN, GAS, INDIGESTION IN FIVE MINUTES

"Pape's Diapepsin" is the only real stomach regulator known.

"Really does" put bad stomachs in order—"really does" overcome indigestion, dyspepsia, gas, heartburn and sourness in five minutes—that just makes Pape's Diapepsin the largest selling stomach regulator in the world. If what you eat ferments into stubborn lumps, you belch gas and eructate sour, undigested food and acid; head is dizzy and aches; breath foul; tongue coated; your insides filled with bile and indigestible waste, remember the moment "Pape's Diapepsin" comes in contact with the stomach all such distress vanishes. It's truly astonishing—almost marvelous—and the joy is its harmlessness.

A large fifty-cent case of Pape's Diapepsin will give you a hundred dollars' worth of satisfaction or your druggist hands you your money back. It's worth its weight in gold to men and women who can't get their stomachs regulated. It belongs in your home—should always be kept handy in case of a sick, sour, upset stomach during the day or at night. It's the quickest, surest and most harmless stomach regulator in the world.

Help the Kiddies tomorrow.

BOY KILLED BY AN AUTO TRUCK

Mother and Sister of Victim Lost Lives in Halifax Explosion.

Halifax, Feb. 24.—Gordon Cameron, a boy of 14, was killed on Saturday afternoon on Barrington street by a C. G. R. auto truck which was traveling very fast to catch a train at North street station. The boy was with his father at the time. His mother and sister were killed in the great explosion.

THE GOV'T ASSISTS MINERS' FAMILIES

\$15,000 for Relatives of Victims of Stellarton Disaster and \$10,000 for New Waterford.

Ottawa, Feb. 24.—The government has passed an order-in-council providing \$15,000 for the families of victims of the Stellarton disaster and \$10,000 for the families of those who lost their lives in New Waterford.

A New and Wonderful Treatment

NUJOL offers a new and wonderful treatment for Constipation endorsed by the medical profession the world over.

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If your druggist hasn't NUJOL, send \$1.00 for pint bottle to Canadian Selling Agents CHARLES GYDE & SON P.O. Box 874, Montreal.

CREW OF THE S. S. FLORIZEL

New York, Feb. 24.—The following is the list of the crew of the Florizel as given out at the office of Bowring & Company:

W. J. Martin, master; J. E. Tucker, first officer; J. R. King, second officer; F. J. Jackson, third officer; M. Power, boatswain; J. Finsent, carpenter, all of St. John's, Nfld., with the exception of King, who comes from Nova Scotia.

J. Burry, G. Crocker, R. Best, J. Viscount, C. Bailey, T. Green, J. Power, W. Holley, A. Jones, A. Gover, R. Freeman, W. Dooley, A. T. Pritchard, and C. H. Curtis, all seamen from St. John's.

Cecil G. Carter and Bernhard J. Murphy, wireless operators, both of New York, but British subjects.

J. V. Reader, chief engineer, Halifax; J. G. Lumsden, second engineer; E. H. Collier, third engineer, and H. Taylor, fourth engineer.

J. Davis, R. Timmons and T. Hennebry, others, all from St. John's.

H. Ponce, Secune, J. Fernandez, M. Yanes, M. Rodriguez, F. Requiza, F. Garvia, J. Mendez, all firemen of Spanish nationality.

E. Rodriguez, Jose Vila and A. Cuatrecasas, trimmers, Spanish; R. Rey, 16 year old mess boy, Spanish.

Charles Snow, chief steward; J. Johnson, pantryman and J. Dwyer, C. Reels, Harry Snow, A. Fleet, H. Dodd, F. Lynch and D. Chester, all waiters of St. John's.

Miss Ethel McHardy, stewardess

ANNOUNCEMENT

New Prices on FORD CARS

Touring Car - - \$595
Runabout - - \$575
Chassis - - \$535

F. O. B. FORD, ONT.

These prices became effective February 22nd
Prices of Sedan, Coupe and One-Ton Truck remain unchanged

All prices subject to change without notice

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