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NO MATTER HOW THE
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if you're not insured, you're
a loser. Take time to see
about your policies. We give
you the best companies and
reasonable rates.
PERCIE JOHNSON
Insurance Agent.

The 'Florizel' Enquiry.

Wednesday's Proceedings.

Hon. John Harvey submitted a statement showing the estimated value of the cargo of the Florizel.

Thomas Green, Quartermaster, cross-examined by Mr. Gibbs, said: I do not remember of any other ship lost in that vicinity other than the names of those I gave yesterday. I have fished off the Bantams. There are no shoals outside of that till you go to the Blake Bank. The Bantams are 3 miles off the land. I have found the current there running to the S. W. It is sometimes swift. I cannot give any idea how fast. I was handline fishing there. I have seen the current running in the opposite direction but not so strong as from the N. E. I have been on the Florizel for 7 years excepting two winters. I was to the ice in her three springs. At 12 o'clock we were going through very light slob. It would not affect the speed of the Florizel. I had no idea what speed the ship was going. There was another lookout on the starboard side. The Captain was around the bridge. The weather was thick but not much of a sea. It was snowing. I thought she was doing about 8 or 9 knots when I came on watch. I relieved Charles Bailey at the wheel and steered S. S. W. I steered till 4 o'clock when I was relieved by Molloy. I gave him the course W. S. W. The Captain was around the bridge when I was on watch. I have never known him to be off the bridge during bad weather. There was no racing of the propeller while I was on watch. I never minded if she was racing or not on other occasions. If she was racing heavily I might notice it on the bridge.

Alexander R. Ledingham, sworn: examined by Mr. Dunfield: I am a native of St. John's. My occupation is a marine engineer. I am 31 years of age. I was a first class passenger on the Florizel on her last voyage. I turned in about 9.30, everything was going nicely. At 4 o'clock I noticed a little rolling. I did not think it anything out of the ordinary. I was awake when the ship struck. A fellow passenger said it must be ice. I said no it is not ice. Purser Snow came down the alleyway telling the passengers to get up and put on lifebelts. The second class passengers came up looking for lifebelts. I looked in the locker and passed out a number of lifebelts. I put on a lifebelt myself and went aft. There was a crowd at the foot of the stairs. There was no violence but some stopped the stairway with suit cases and as a consequence there was a little confusion. There were several women there. I did not see any children. The lights were burning then but went out while I was there. The lights lasted about ten minutes. About twice the engines lifted a little. I would not call it racing. The engines were going well and regularly. I could hear them from my stateroom. I next got on deck and made my way for the starboard side of the smoking room. There were about 5 or 6 people there. I stood below the bridge for a while and then went up on the bridge and afterwards entered the wheel house. There was about 8 or 10 people in there. While there the Captain came in looking for lights. We got several out but they would not light. They were damaged by the sea coming in through a broken port hole. I remained in the wheel house till the sea smashed in the side of it. I then went to the starboard side of the bridge. From there I went down on the deck and stood outside the Captain's room. The wheel house came over on top and I was covered with a pile of wreckage. The ship's carpenter, Jim Miller and Chief Officer Janes were there. The carpenter and I talked about getting forward. I said to Miller to follow me. The carpenter dropped over the rail and made the forecastle in safety. I followed but was struck by a heavy sea and knocked against the winch. When getting near the forecastle head another sea struck me and jammed me up against a door. I afterwards worked my way to the oiler's room. It was 6 o'clock when I got to the oilers room. They hoisted me up in the bunk where I remained till I was rescued. The sea broke very heavily on the forecastle head. Captain Martin and seaman Dooley came along in the afternoon. The Captain mentioned about going ashore with a line. I did not think it practicable. Everybody appeared to be calm. I think a kind of dazed. I did not see anyone go overboard. Mr. R. Wright was my room-mate. I do not know how he went. John Connolly, Jim Miller, Jack Parsons and Capt. Kean were in the wheel house.

To Mr. Warren—Capt. Kean did not say how his leg was broken. Just before the wheel house went over I saw purser Snow standing near the captain's room. I saw Mr. Munn standing on the top of the smoke room deck and some others.

To Mr. Dunfield—The captain and two mates were doing as well as could be done to look after the passengers. To my mind there was nothing that could be done. Sometime during Sunday afternoon it moderated a little but got rougher after.

To Mr. Gibbs—I was in the chief engineer's room for about one hour after we sailed. The captain came in about 9 o'clock. He spoke to the chief engineer and asked him how things were going. The chief replied, "everything is o.k., she is doing fine." He remained there about 10 minutes. I did not see the captain afterwards up till the time she struck. The slob would not lessen the speed of the ship very much at all. The lights were out at least five minutes before I got on deck. I did not see the Marconi operators around when I came on deck. I went forward on the starboard side after the ship struck. I saw several people come forward after me. The way was interrupted by wreckage. You had to move pretty smartly to get forward. You would want to have a knowledge of seamanship to get forward. I did not see any one fail to get over the barrier. Most of those who got over the barrier sheltered near the wheel house.

To Mr. Winter—The ship was under water aft when I got forward. She was listed forward. Somehow I thought it was safer forward. It was quite dark then.

To Mr. Warren—I did not see any sign of land before daylight.

To Com. MacDermott—My first ship was the Invermore, then the Glencoe, from her to the Stephano on which I remained till Nov. 1914. That was my last ship. The total revolutions on the Stephano would be entered up in a scrap log book by the 4th engineer and given to the chief to be entered into the official log book.

To Mr. Dunfield—We take the temperature every watch. That is mainly for the chief engineer. We take the temperature of the water from the water service pipe. I do not know for what purpose the temperature is taken.

William Molloy, Quartermaster, sworn and examined by Mr. Dunfield, said: I belong to Cape Broyle. I am 29 years of age. I have been going to sea 15 years in sailing vessels and steamers. I fished mostly at the Grand Banks. I fished two summers at Cape Broyle. I was quartermaster on the last voyage of the Florizel. I have been on her four winters and one summer. I used to go fishing in the summer and go on her in the winter. My first watch was from 8 to 12. I came on again from 4 to 8. From 8 to 12 I took the wheel from 8.30 to 10 o'clock. I took it off Cape Spear. The course was S.W. The captain and 3rd officer were on the bridge. I do not remember if there were any lookouts. It was a kind of hazy. I could not see very far in my lookout part of the watch, which was between 11 and 12. The wind was not extra heavy. There was slob ice. It was not extra heavy. I could see the shore at 8.30. We were about 1 to 1½ miles off Cape Race when we changed her course. At 8.40 the course was changed to S.W.¼S. by the captain's orders. We carried on the same course till 10 o'clock. Art Gover then relieved me at the wheel. I then had an hour's stand by. The weather was thick between 10 and 11. There was a little snow. I was on the port side looking out. I remained there till 12 o'clock. There was no change in the weather. I did not see any lights at all. I looked for a light at 12 o'clock. The captain was on the bridge twice between 8.30 and 10 and again at 11 o'clock. Third officer Jackman was in charge of the bridge. I turned in till 4 o'clock when I came on watch again. I relieved Thomas Green. The course was just changed to W.S.W. I remained at the wheel till she struck. After 4.40 the course was changed to W. by S.; about 15 minutes after that she struck. The captain and Mr. James were on the bridge. I did not notice much about the weather. It was blowing a stiff breeze. There was a swift sea running. I did not notice any ice at the time she struck. She rolled fairly heavy just before she struck. I did not hear the officers talk about lights. She was pitching before we altered her course at 4 o'clock. I do not know if the engines were racing. When she struck the captain told us to cut away the boats, and I heard him tell Charlie Snow to get out life belts. The captain was calm at the time and had his wits about him. Dooley and I and the bosun and the carpenter were at No. 1 boat. Before we had her cut away the port boats came over on the starboard boats. All we could do was to hold on. We then went to the wheel house. (Witness here described what happened up till the time he was rescued.) There was no person refused admission to the Marconi Room.

To Mr. Gibbs—At 4 o'clock the course was altered to W.S.W.; at 4.40 it was again altered to W. by S. I saw white ahead of the ship. The captain and mate examined it. The mate said it was ice. I don't know if they looked through glasses. I thought it was ice. I was quartermaster all the time before except the last 8 or nine months. I was replacing a man who was quarantined the last trip.

To Mr. Dunfield—I took two soundings in my watch, one about 10 o'clock, the 3rd officer and George Crocker was with me. It was 160 and 170. We got those figures from the sounding register. I was not present when they measured the tube. I heard the captain say the first sounding was 80 fathoms. I do not know what speed the ship was going. The log was not used as far as I know between 8.30 and 12 o'clock.

To Mr. Gibbs—There were no orders given to put out the log on the last course. I don't know if the log was put out.

To Mr. Warren—The life belts are kept in two boxes on the deck aft of the fiddley, about 70 in each box. She steered fine. She did not make anything to the westward. I got orders to make nothing to the westward. She was easy to steer that night. We could not see any land when she struck, but could see it afterwards.

Joseph Burry, sworn and examined by Mr. Dunfield: I am a native of Greenspond. My age is 33 years. I went to sea when I was 18 years of age. I have been mostly on steamers. I was three years on the Florizel. I was lamp trimmer for about two years. The last time I was on deck was 8.30. The course at Cape Spear was S.E.½S. It was not blowing very hard. I went to bed at 8.30. I was not up during the night. I was asleep when she struck. (Witness here described what happened after the ship struck.)

To Mr. Gibbs—At 8.30 Molloy relieved me. I gave him the course S.W. I allowed she was making 8 knots leaving port. The captain gave me the course from the Narrows.

Adjournment was then taken till 3 o'clock this (Thursday) afternoon.

Only One "BROMO QUININE."
To get the genuine, call for full name LAXATIVE BROMO QUININE Tablets. Look for signature of E. W. GROVE. Cures a Cold in One Day. 30c.

Address to Capt. Tavernor.

Just before the arrival of the S.S. Sagona at St. John's last evening the passengers assembled in the saloon and presented Captain Taverner with the following address, to which the gallant officer made suitable reply:

Reid Newfoundland Co. Railway and Steamship Lines.

S.S. "Sagona,"
March 20th, 1918.

Captain Benjamin Taverner,
S.S. "Sagona."

Dear Captain,—We, the passengers on the S.S. Sagona, on this memorable trip of four days from Louisburg to Port aux Basques, during the worst storm of the winter, and a further extension to Placentia owing to the severe snow blockade on the railway line, wish to extend to you our appreciation for the admirable way in which you handled the ship, and brought us safely to our destination.

The uniform kindness and courtesy you have shown to every one of us, we can never forget.

We can assure you that you have made friends for life of each and everyone of us.

In now saying goodbye,, we desire to further express our appreciation of the able Officers and Men under your command, expecially Chief Officer Clarke, Chief Engineer Buckingham, Chief Steward Mulrooney and Marconi Operator Taverner.

We sincerely hope and trust that fair winds and good luck may follow you always.

(Sgd.) W. A. Munn, Arthur Donnelly, Joseph P. Brooke, Jas. J. McKay, S. C. S. Favour, A. Peters, A. Michael, J. Thomas, J. Peters, Patrick F. Halley, Pte. Francis J. Ryan, Michael Cody, Geo. Coffin, Arthur Mouland, Arthur Way, Edward Skiffington, Fred. Mouland, Hugh Mouland, Wm. Little, Stewart Lander, Enos Morris, Jas. Faifield, John Skiffington, James Chaulk, Michael Flynn, Benjamin Day, Miss Antoinette Thiviergo, Miss Isabella Kelly.

From Cape Race

CAPE RACE, To-day.

Wind West, blowing strong, weather fine, a few strings of slob ice in sight, a steamer passed in at 8 a.m., another at 8.30 a.m. Bar. 29.30; ther. 36.

Photographic Paper.

Velox Gas Light Printing Paper.

We have just received a fresh shipment of Velox Gaslight Paper of different sizes; also

Post Cards

in packages and gross. Get your supply now at

Tooton's,
The Kodak Store,
320 Water Street.

Generous Donations.

The following subscriptions have been received by Major M. S. Sullivan, Officer Commanding Forestry Co., towards restoring the home of Sergt. John Hancock, which was recently destroyed by fire at Norris' Arm, and wherein he and his family lost all their belongings:

Reid Nfld. Co.	$50 00
Royal Stores, Ltd.	25 00
Martin Royal-Stores Hardware	10 00
J. O. Williams	20 00
Ayre & Sons	10 00
Philip Templeman	10 00
Joseph Sellars	10 00
Wm. Campbell	5 00
H. Dickenson	5 00
Lloyd Chaplin	5 00
F. Dodd	5 00
Ellis & Co.	5 00
D. McLeod	5 00
C. A. C. Bruce	5 00
Arch Munn	5 00
Hon. J. R. Bennett	5 00
H. M. Stewart	5 00
Cyril Tessier	5 00
R. Hannivij	5 00
Hon. W. F. Lloyd	5 00
J. B. Urquart	5 00
E. G. Gittleson	5 00
R. H. Trapnell	5 00
J. A. Paddon	5 00
J. Pratt	5 00
Dorman Elliott	5 00
Geo. W. B. Ayre	5 00
James Blackwood	5 00
S. J. Foote	5 00
I. F. Perlin	3 00
F. Hamlyn	2 00
J. Moulton	2 00
A Friend	2 00
A Friend	2 00
P. C. O'Driscoll	2 00
H. Carter	2 00
B. Dunfield	1 20
E. Watson	1 00
F. Mifflin	1 00
A. Hayward	1 00
	$264 20

Any further donations towards this fund will be thankfully received if addressed in care Minister of Militia.

Naval and Military Convalescent Hospital.

Amt. previously acknowledged	$13,095.16
Donation from Hon. W. J. Ellis, being portion of amt. received by him as Member of the High Cost of Living Commission	40.00
Received from the Little River Branch W.P.A.	27.20
Received from Dept. of Militia for January	942.00
Received from Hon. J. R. Bennett, to provide a Cot fully equipped	55.00
Donation from Miss Lauder	5.00
Received from Dept. of Militia for February	948.00
Fourth instalment from the Alexandra Workers, per Mrs. W. H. Crowdy	125.00
	$15,237.36

C. MacKENZIE HARVEY,
Hon. Treasurer.

March 21, 1918.

When you want something in a hurry for tea, go to ELLIS'—Head Cheese, Ox Tongue, Boiled Ham, Cooker Corned Beef, Bologna Sausage.

TO REPAIR LIGHTHOUSES—Yesterday several teams belonging to Mr. Charles Lester were engaged hauling lumber and other material to Cape St. Francis to repair the lighthouse that was damaged in Saturday night's storm. Despite the bad condition of the road the truckmen made the journey in good time.

Casualty List.

(Received March 21st, 1918.)

At Wandsworth.

3892—Pte. Edward Green, St. Anthony. Previously reported March 19th.

3115—Pte. Edwin Kendall, Ramea. G.S.W. left shoulder.

2283—Pte. Wm. Jas. Underhay, Hts. Content. G.S.W. thighs.

Removed from Dangerously Ill List, March 19th.

3593—Pte. Joseph Hurley, Brennan's Lane.

Killed in Action, March 10th.

1341—Pte. William Hickey, Poor Asylum.

1853—Pte. Albert Hancock, St. Anthony.

2nd Australian General Hospital, March 13th.

3687—Pte. Dawe White, Green Bay. G.S.W. head, right hand and left leg.

14th General Hospital, Wimereux, March 13th.

2431—Corp. O. A. Whiteway, Hamilton Avenue. G.S.W. right shoulder, left arm, severe.

55th General Hospital, Boulogne, Mar. 13th.

3514—Private Martin Foley, St. Bride's, P.B. G.S.W. back and head, severe.

53rd General Hospital, Boulogne, Mar. 13th.

3268—Pte. Richard Jones, Fron Helyg, Pwllheli, N. Wales. Gassed, mild.

1271—Pte. Mark Guy, Bonavista. G.S.W. head, severe.

Seriously Ill at Military Hospital, Hazeley Down Camp, March 20th.

3995—L.-Corp. Martin Miller, Trinity. Haemoptysis.

32nd Stationary Hospital, Wimereux, March 13th.

3361—Pte. John J. Murphy, Argentia, P.B. G.S.W. left thigh.

1410—Pte. William F. Quirk, Bay Bulls. G.S.W. right leg.

3579—Pte. Willis Dicks, 6 Brine St. Shell wound right ankle.

2nd Australian General Hospital, Mar. 13th.

3745—Pte. Cecil Stride, Exploits. G.S.W. face.

3436—Pte. James Martin, 11 John Street. G.S.W. face, arms and left knee.

J. R. BENNETT,
Actg. Minister Militia.

McMurdo's Store News.

THURSDAY, March 21, 1918.

Creo Cough Cure is one of the most pleasant to take of cough remedies. It does not upset the stomach, nor destroy the appetite, nor does it constipate. For all recent colds or coughs it is a very potent remedy. McMurdo's preparation of this name is one of the best of its kind.

Mazetta Talcum answers all purposes for which a talcum powder may be employed, and has distinct advantages over most of them, being made of a particularly soft and velvety grade of talcum and very finely ground. Its perfume is also deservedly a favorite. Price 25c. a tin.

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

SAILS FROM CHANNEL.—In addition to the schooners Protector and Cedella, the schooner Goldwin Roy and a smaller vessel owned by Mr. Geo. Ball, of Codroy, are fitting out for the Gulf sealfishery from Channel. We wish them all bumper trips.

Every Saturday evening after 7 o'clock, Choice Ends of Beef, Mutton, Lamb, Pork will be sold at cost. ELLIS & CO., LTD., 203 Water Street.—nov29,tf

And the Worst is Yet to Come—

In Our Picture-Framing Department---

Orders for the Framing of Pictures will be accepted during the present month at a liberal discount off regular prices, owing to the inevitable slackness that prevails between-seasons.

We have the finest stock of Mouldings in the Island for you to select from, or, if you wish, you can send your unframed Pictures to us, and feel confident that they will be perfectly framed in Mouldings that will enhance the beauty of the subject.

Send your unframed Pictures to the Picture-framing experts at the

U. S. Picture & Portrait Co.
St. John's.

A SNAP!

Boys' SCHOOL BOOTS, at $2.25
327 pairs
Boys' Gunmetal Blucher Boots,
Sizes 1 to 6. All one price, **$2.25**

PARKER & MONROE, Ltd.,
The Shoe Men.

Scotch COOPERS' TOOLS!

We have just received a shipment of the above, comprising:

Truss Hoops,	Crozes,
Flinchers,	Chimers,
Head Pluckers,	Drivers,
Side Pluckers,	Coopers Dowels.

BOWRING BROTHERS,
LIMITED,
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Accident Insurance!

Insure against Accident and Illness in The Employers' Liability Assurance Corporation, Limited, London, England.

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