

WASHINGTON, April 20.—An internal explosion wrecked the American steamship Florence H. in a French port on the night of April 17, with a probable

loss of forty-one members of the crew. The blowing up of the vessel was reported to the Navy Department today by Vice Admiral Sims, but the dispatch gave few details. It was summarized by the department as follows:

"The Navy Department has received a dispatch from Vice Admiral Sims stating that the American steamship Florence H. was blown up in a French port by an internal explosion on April 17, about midnight. First reports indicate that thirty-four out of her crew of about seventy-five were rescued. Most of these rescues were made by a United States destroyer, whose work Admiral Sims describes as 'most gallant.'"

Further details are awaited by naval officials, who were anxious to know whether the cause of the explosion had been determined, or whether any damage had been done to the port or to other vessels in the harbor.

Besides the civilian crew on the Florence H., there were twenty-three men in the naval armed guard aboard the vessel. The name of survivors of the guard had been received by the department tonight as follows:

ENGELHARDT, ALOYSIUS JOSEPH, 450 West 48th St., New York City.

JOHNSON, LEONARD GRAHAM, 375 East 146th St., New York City.

LIVESAY, LEONIDAS LAFAYETTE, South Richmond, Va.

ROGERS, JOHN W., enlisted at New Haven, Conn.

SMITH, RAY HAMPTON, Sarville, N. Y.

WOODWORTH, HORACE CAMPBELL, Hyde Park, Mass.

Livesay, Rogers, Smith, and Woodworth were slightly burned in the explosion, but their injuries are not serious.

The department announced that the names of other survivors would be made public as soon as received from Admiral Sims.

The Florence H. was built on the Great Lakes for a foreign concern, and was christened the Souk Ahras. She was commandeered by the Shipping Board before being completed, was cut in two and taken through the Welland Canal and put together again. She was re-named the Florence H. in honor of Mrs. Hurley, wife of the Chairman of the Shipping Board, and was operated by the Luckenbach Steamship Company for the Shipping Board.

The vessel carried a civilian crew of about fifty-two men, and last sailed from Philadelphia, March 30, with a cargo of about 5,000 tons of powder and steel.

According to the records of the United States Shipping Commissioner here, the Florence H. carried a crew of fifty-one men under command of Captain F. J. Butterfield. Of this number the crew list shows that twenty-one were Amer-

ican citizens. In addition to the navigating crew there was on board a naval gun crew of twenty-three under command of a petty officer.

The names of the Americans who signed on the ship prior to her leaving New York for Philadelphia, as shown by the Shipping Commissioner's records, together with the addresses they gave of their nearest relatives, are:

BEAMS, JOHN, first mate, 67 Linden Av., Brooklyn.

OVERINGTON, RUSSELL, second mate, 174 8th Av., Brooklyn.

CUDAHY, H. L., third mate, Condon, Ore.

GELDART, L. B., seaman, Everett, Mass.

WEST, P. D., seaman, Edgartown, Mass.

BRIDGES, A. F., deck boy, Worcester, Mass.

THONER, P. L., deck boy, Everett, Mass.

WATSON, JAMES B., chief engineer, Brooklyn.

STRICKLAND, NEWLYN, asst. engineer, no address.

SIMPSON, CHARLES, oiler, English.

GOODWIN, CARL I., water tender, Malden, Mass.

DILLON, JOHN, water tender, Brooklyn.

FORD, P. G., asst. engineer, 185 East 60th St., New York.

RANDONI, JOHN A., fireman, San Jose, Cal.

COLLINS, MARTIN T., reserve engineer, Benton Harbor, Mich.

LOMOUREAUX, JOSEPH, reserve engineer, Chicago.

WASHKO, JOSEPH A., reserve officer, Cleveland.

RANDLE, ARTHUR W., reserve officer, Cleveland.

KEATING, J. A., oiler, Malden, Mass.

BLACKLEY, JOHN, asst. engineer, no address.