

SUNDAY'S STORM.

Additional Particulars of the Disastrous Gale.

More St. John Vessels Reported Badly Damaged on the Massachusetts Coast.

Some Will Prove Total Wrecks, While Others Will Require Extensive Repairs.

John E. Moore received a despatch on the 29th ult., stating that the sch. Soarbruck, ashore near Millbridge, is a total loss. John Ewing has gone to the scene of the disaster. M. F. Moore left for there last night to see if anything can be done in saving the digester for the Mingo pulp mill. If they cannot be raised a delay of two or three months will occur in getting the mill started. He particularly regretted the accident, as the directors were coming out from England early in December to inspect the property. He has called them news of the disaster.

Alderman D. J. Purdy was a heavy loser as the result of Sunday's storm. Two of his schooners went ashore and another in badly damaged. The Rebecca W. Huddell parted her chains and went ashore at Vineyard Haven. The Winslow Lavery went ashore at the same place. The Peffetta, though not driven ashore, lost her bowsprit and headgear; one of her boats was smashed and her stern was badly damaged. Mr. Purdy left on Tuesday afternoon for Vineyard Haven to look after the damaged vessels.

Vroom & Arnold received a despatch stating that the Fishermen schooner E. Mayfield is ashore at Deer Island, Thoroughfare. She lost anchors and chains and is high and dry. Hull not damaged. The E. Mayfield is a new schooner of 74 tons.

A telegram to N. C. Scott Tuesday announced that the schooner Grete is ashore at Huntington Bay with loss of anchors, hiboam, also masts and boats gone. She will probably be a total wreck. The Grete, Capt. Hall, was bound from New York to New Haven to discharge under deck cargo of lumber shipped by Stebbins, Cutler & Co. She is a vessel of 125 tons, was built in St. John in 1882 and owned by N. C. Scott. There is only \$500 insurance on her.

Capt. E. C. Elkin has gone to Vineyard Haven to look after the schooner Sable Willcutt and other schooners ashore there.

Schooner Cocoon, Capt. Whalen, arrived on 29th ult. from Louisburg with coals. She encountered the storm off Halifax, and the captain was forced to leave his vessel for 22 hours. The wind reached its greatest velocity between 10 and 12 on Sunday morning. The sea ran very heavy. The Cocoon came through the storm without losing anything.

Some fears were felt for the safety of the schooner Henry Nickerson, Capt. Brewster, from Sackville for St. John with a cargo of stone. She sailed from Sackville on Saturday and a message from Dipper Harbor on Tuesday to P. Tufts says she got into Dipper Harbor with all sails torn away.

Sch. Roger Drury, concerning which vessel some anxiety was felt, remained at Halifax, and is still there. She is loaded for New York.

Sch. E. R. Woodcock, from Norfolk for Boston, arrived at Vineyard Haven yesterday. She was out in the storm, but pulled through it all right.

Despatches received on 29th ult. by Peter McIntyre stated that the schooners Rondon and Tav, previously reported ashore near Vineyard Haven, were dismasted and are waterlogged.

Cowie & Edwards got a telegram 5th ult. stating that the sch. Blanch M. Thurnburn, a Lockport fishing vessel, was ashore at Liverpool, N.S. She will probably be a total loss.

LIZZIE DYAS ON FORT WARREN. BOSTON, Nov. 28.—As the Herald has named the stern ramparts of Fort Warren it was noted that the same near succumbing to a determined assault by sea. Two sailing vessels joined forces in the attack, and from the decks of one, and that the larger craft, an old-time boarding party could almost have penetrated the mysteries of the stronghold.

The John S. Ames, a big four-masted schooner, made the most nearly successful attempt to scale the armed heights of this historic structure. The tip of the bowsprit of the Ames was shoved high in air, and straight at the fort, until it came to rest right over the parapet of the fort. This is the largest sailing vessel ever ashore in the harbor. Her tonnage is 963 gross. She is 188 feet long, 33 feet beam, and was built in Bath, Me., in 1839. She sails from Dennis, and Capt. Olsen was bringing her from Washington, D.C., with a cargo of 1,500 tons coal. She looked as if it might be possible to float her again at high tide.

The other vessel that joined in the assault upon the fort is a two-masted British vessel, the Lizzie Dyas. She got farther up on the beach than did the Ames, but both made their attack upon the eastern side of the fort. The small schooner, which may be of 100 tons burthen, is high and dry. From her yards canvas is hanging in ribbons. She parted her cables when she went ashore, for the flukes of one of her anchors at low tide could be seen 200 yards astern of her. She is hinged up close under the sea wall, and will need a long pair of stilts to get back into her own element again.

HALIFAX SCHOONER LOST. HALIFAX, N. S., Nov. 29.—The unknown vessel which went down at Herring Cove, near here, is supposed to be the sch. Success. Relatives of the crew of that vessel have gone to the scene to identify the bodies which washed ashore. The vessel belonged here, and was bound to Mainland, C. B.

LIVERPOOL, N. S., Nov. 29.—The sch. Blanch M. Thurnburn, from Halifax for Shelburne, with general cargo, is ashore and full of water.

BOSTON, Nov. 29.—The Highland line s. s. Philadelphia, Capt. McCollum, arrived at her berth here today. Capt. McCollum reports that at two o'clock yesterday afternoon when about 75 miles east of Boston light, he passed the disabled two-masted sch. Narcissus of Lunenburg, N. S., with her bowsprit and foremast gone, and her ensign flying, union down. A fishing schooner was alongside the vessel, which notified him that his services were not required, and he kept on his course. It was evidently the intention of the succoring vessel to furnish the Narcissus a sail so as to enable her to reach Provincetown.

GLOUCESTER, Mass., Nov. 29.—Word was received in this city from New York tonight, to the effect that the sch. Emma W. Dyer, Otto Johnson, captain and owner, had been abandoned during the storm, and Capt. Johnson and crew had been taken off by the steamer Herman Winter and landed in New York.

There is considerable anxiety for the British sch. Princess, Capt. Ryan, which left here Saturday morning for Port Gilbert, N. S.

EDGARTOWN, Mass., Nov. 29.—Martha's Vineyard has been swept by terrific gales since last Saturday. Along the harbor a large number of small craft slipped their moorings and were either sunk or badly damaged. The sch. Valetta of St. John, N. B., and a two-masted lumberman which dragged down upon her and as the lumber-laden schooner is waterlogged, it is probable that both are doomed to lie on the beach. Schooners Mabel Hall and Wesley Abbott rode out the gale, dragging slightly.

The sch. George A. Pierce carried away the Cathie C. Berry's headgear and cables. The Berry has also lost her false keel. Capt. Gayton has discharged the crew and the hull must be lightened of the cargo before it can be determined if it is of value enough to float. Capt. Gayton got his crew ashore Sunday afternoon and his first appeal for shelter for his shipwrecked crew was met with a refusal. He finally secured quarters, however, and brought his crew here yesterday from Chippaquidick Island.

VINEYARD HAVEN, Mass., Nov. 29.—The Sawyer anchored off Fallmouth for shelter Saturday evening, but the gale increased with such fury that the vessel broke adrift and was driven across Vineyard Sound, to where she now lies. When the vessel struck, Capt. Norwood was washed overboard and his lifeless body was thrown up on the beach shortly after. The bodies of the cook and seamen were recovered.

The schooner Bay, Sprague, from St. John to New York, and Rondo, Sprague, from St. John for Fall River, both had hiboams, bowsprits and all masts carried away, and are full of water.

The sch. Flora Condon, Sellars, from Bangor for New York, and Hatfield M. Howes, Hodgdon, do. for Newport, lumber, both had bowsprits, headgear and masts carried away and sustained other damage.

The sch. Samuel C. Hart, of New Bedford, from Blue Hill and Stonington, Me., for New York, cargo granite, was fouled Saturday night while anchored here, by several unknown vessels. She had bowsprits and all rigging gear carried away and sustained other damage.

The sch. Henrietta Simmons, Snowman, from South Gardner for New York, lumber, was fouled by sch. Abner K. Bentley, and sustained much damage.

Sch. Wm. Todd, McClinton, from Guttenberg for Calais, with coal, was fouled by an unknown barge and had bowsprit and headgear carried away. All hands could not prevent her filling and she sunk. The captain and crew were saved.

Sch. Carita, Dogsdon, from Liverpool, N. S., for New York, dragged both anchors and went ashore and filled.

The sch. Leonard B. Walters, from New York for Wolfville, N. S., lost bowsprit and headgear. Most of her sails were carried away and other damage sustained.

Sch. Cathie C. Berry, Valetta, and Whitaker, from Onset for St. John, are ashore at Edgartown.

Sch. E. G. Willard, before reported ashore, filled up last night, her cargo of lime took fire and tonight the vessel is in flames. She will be a total loss.

between Race Point and Highland Life Saving station all day.

Several bodies also have drifted ashore near Highland Light and part of a vessel bearing the words "Steamer Portland." This seems to indicate the loss of the steamer with all on board.

The Wood Island life savers made several gallant efforts yesterday to reach the sch. Jordan L. Mott, bound from New York to Rockland, with coal, and finally succeeded. The Mott put in here on the 28th for a harbor and sank early the same night.

The captain and crew of five men took to the rigging for safety. A terrible sea and gale prevailed at the time. The captain, Charles E. Dyer, lashed his feet, Charles G. Dyer, who acted as steward, to the mast. For eighteen hours they were exposed before assistance could arrive.

The saddest wreck so far as known, was that of the three-master Lester A. Lewis, Captain Kimball, from Elizabethport, N. J., for Bangor, with a cargo of phosphate and guano. The Lewis came in shortly after the Mott, and Captain Dyer of the latter thinks both capsized and sank about the same time. The captain and crew of the Lewis could not have any warning, for they all perished together.

At 10 o'clock on the forenoon of Monday, word was received from the Peaked Hill life saving station that the sch. Albert L. Butler, Captain Lealand, from Black River, Maine, at Boston, went ashore one mile east of the life saving station at ten in the forenoon.

Some of the crew were taken off by the Whip, the life savers having no time to rig the breeches buoy. By this morning the captain and four men were saved. Mate Rathburn, sailor O'Hanlon, and a colored passenger named Wetherburn were drowned. The Butler is a total loss.

The body of Steward Dyer of the Mott has been out from the rigging and now lies alongside the five bodies recovered from the Lewis, all of which will probably be buried at Provincetown.

Children Cry for CASTORIA.

WESTBROOK. Reopening of the Methodist Church—The Edifice Thoroughly Restored.

WESTBROOK, N. S., Nov. 28.—Sabbath, the 27th, though stormy, was a bright day for the people of Westbrook, when their new church, which has been undergoing repairs, was reopened for public worship. In the morning, Rev. W. G. Lane, pastor of Grace Church, preached, presided from the text, "Nehemiah ii. 18. Nehemiah's faith is briefly sketched, and many practical inferences were drawn from his simple piety and strong resolution." Rev. Jos. Sellars, resident pastor, spoke in the afternoon on the church as described in Solomon's Song, chapter 16. The church was like the morning in her rising; like the moon in the magnificence of her graces; like the sun in the purity of her principles, and in her invasion of the enemy's territory as an army with banners. The evening's discourse by Mr. Lane was a plea of edifying fervor with the ocean-illimitable, unfathomable, incomprehensible.

The church has been fitted with new seats and flooring and newly painted throughout. Mr. Kearney of Parrsboro had the contract for painting, and the work has been most satisfactory. Mr. Lane spoke of the church as being "obscure in its decorations and harmonizing throughout." One color prevails, the walls being in the lightest shade, several other shades being introduced in the woodwork, resulting in a harmonious blending of color very restful to the eye. A delicate scroll work ornamented the ceiling, a cheery look. The pew ends and doors are in oak with quartered oak panels, and three handsome pulpit chairs are in real oak, upholstered in garnet plush. The collection plates, also of oak, were a gift from Mr. Kearney.

The man may be able to whip the lion single-handed, but he is not taking his chance. It is going to disain the assistance of help. The same old story of a wife man who is having a tussle with a lion's head. It is barely possible that he may have the natural inherent resisting power that will enable him to conquer disease without the assistance of medicine, but he is not willing to take the chances and will not disdain the help of the right remedy.

When a man feels out-of-sorts when his head is aching, dull and heavy, his body is nervous, his sleep broken, his appetite finicky, his skin sallow, his breathing foul and his mouth bad tasting, he is having a struggle with ill-health. If he is wise he will take Dr. Pierce's Golden Medical Discovery. It gives edge to the appetite and makes the digestion perfect. It purifies the liver. It makes rich, red, pure blood. It puts vim into every organ and fiber of the body. It drives out all impurities and disease. It imparts the glow of health to the skin and the vigor of youth to the muscles. It tones the nerves and gives refreshing sleep. It builds firm flesh, but does not raise the weight above Nature's normal. It cures 98 per cent. of all cases of consumption. All medicine stores sell it. An honest dealer will not suggest a worthless substitute for the sake of a little extra profit.

SEA ALONE KNOWS

How Steamship Portland Went to Her Awful Doom.

Every Soul on Board Perished in the Treacherous Waters Where the Vessel Foundered.

Not Twenty of the Bodies of the One Hundred and Twenty Victims Recovered—A Number of St. John People Among the Lost—Latest Particulars of the Terrible Disaster.

BOSTON, Nov. 28.—The steamer Portland of the Boston and Portland Steamship Co., plying between Portland and Boston, was wrecked at 10 o'clock Sunday morning off Highland Light and the entire crew and passengers perished.

The passenger list is aboard the Portland and at present there is no means of knowing the names of all those on board, outside of her officers. All of the officers, with the exception of the captain and pilot, belong to Portland. The steamer also had two stewardesses and a crew of 15 men, making in all 37 souls on board.

The Portland was built in Bath in 1890, a side-wheel steamer of 1317 tons net burden. Her length was 280 feet, beam 42 feet, depth 15 feet. She was valued at \$350,000 and was fully insured.

So far as can be ascertained, the crew of the Portland was made up as follows:

Captain, H. H. Blanchard, who ran to St. John; first mate, James Davidson, of the International Har State of Maine.

First pilot, Lewis Short; second pilot, Lewis Nelson; purser, P. A. Ingraham; clerk, Horace Moore; mate, Edward Deering; second mate, John Mackay; quartermaster, Amos Dyer; second quartermaster, B. Petersen; watchman, B. Blake, T. Swell, J. Whitten Williams.

First steward, Thomas Merrill; second engineer, John Walton; third engineer, C. Verill; steward, A. Matthews; second steward, Eben Heuston.

Deck crew, John Daly, George McGilvray, Arthur Benson, James Davidson, John H. Bates, Norris Graham, Cornelius O'Brien, D. Bruce, Matthew Barron, Richard Hartley, George E. Boyce, F. W. Lightfoot, J. Electrician, J. A. Dillon; oiler, J. McNeal, H. Merriman; fireman, T. F. Pennell, George E. Boyce, F. W. Lightfoot, J. F. Gately; O. B. Robichaux, bagpiper; Waiters, Lewis Johns, Arthur Johnson; Steward, Lewis Johns; Stewardess, Mrs. C. Harris; head sailorman, P. Lattner; barber, Colier; stewardesses, Mrs. Carrie M. Harris, Mrs. Margaret Berry.

A special despatch to the Boston Herald from North Truro says: "The entire crew and passengers perished within a short distance of land. A large quantity of wreckage, including runs and other material, have come ashore, and at dark last night 34 bodies had been recovered from the surf by the life saving crew at High Head station. One body was that of a woman."

NEW YORK, Nov. 28.—The French Cable company has received a despatch from its office at Cape Cod, Mass., saying that 40 bodies from the steamer Portland have been washed ashore at that station.

J. W. FLOWER, LATE OF ST. JOHN, LOST. LEWISTON, Me., Nov. 28.—A telegram from Boston to the Bliss Business College of this city, announces the departure Saturday night of Principal James W. Flower on the ill-fated steamer Portland, which was wrecked off Highland Light Sunday morning, with the loss of all on board.

Mr. Flower's home was in St. John. He was 29 years old, a graduate of Harvard College, and of the Boston Law School. He practiced law in St. John for several years and was connected with the Currie Business University there. About two weeks ago Mr. Flower came from St. John to this city to accept the principalship of the Bliss Business College. He was unmarried.

OTHER VICTIMS. BOSTON, Nov. 28.—Among the Portland people on board were Messrs. Oren Hooper and Fred Hooper, Portland furniture dealers, and Mrs. Eszka Dennis and Miss Morang of Essexden Park.

In addition to those already given the following are reported to be passengers on the steamer: Hon. E. Dudley Freeman, Mrs. Daniel Rounds, Miss Ross, Miss Edna McCullis of Boston; Mrs. Theodore Allen, Miss Allen, Isabel Frye, Ruth Frye, Miss Maude Sykes, H. True Hooper, at Harvard student; Arthur C. Bass, Fred Sherwood and Wm. H. Heckbert.

WORCESTER, Mass., Nov. 29.—Wm. L. Chase, who with his son Philip, was a passenger on the Portland, was chief in the draughting department in the Crompton-Knowles loom works. He came here from Attol and was graduated from the Worcester Polytechnic Institute in 1877. He has for years been secretary of the alumni association. Mr. Chase is best known and they were both 24 years old and unmarried.

SACO, Me., Nov. 28.—Ernest E. Floyd of this city, recently employed by the Boston shoe firm, who has been living on Massachusetts avenue, is thought to have been a passenger on the ill-fated steamer Portland. He was intending to return here on Saturday night's steamer and nothing has been heard from him since then.

TWO BODIES RECOVERED. PROVINCETOWN, Mass., Nov. 29.—Underwater Taylor of this place has brought here from Highland Light, two bodies, probably from the steamer Portland. One was that of a well-dressed man, in black suit and over-



That Snowy whiteness of linens comes from the use of Surprise Soap on wash day. Surprise has peculiar qualities for laundry uses. Surprise Soap is the name. A pure hard Soap. 5 cents a cake.

but this could not be verified. His name does not appear in the published list. Mr. Rosenhall was of late employed on the Treemont, the companion ship to the Portland, and it is said that when in St. John last summer he informed some of his friends that he would probably be transferred to the Portland for the winter.

ST. JOHN MEN LOST. Quite a number of those who perished on the Portland were from this province, and several were residents or natives of St. John.

Among the passengers were Frank W. Wilson and James W. Flower. The crew included: John Deley, deck hand, formerly of St. John, and at one time in the employ of the I. S. S. Co. His father is a cartman, living on Charlotte street. John Crozier, deck hand, who kept a livery stable on Sydney street, but sold out his business at auction a year ago, with the intention of going to the Klondyke. His wife lives at Loch Lomond.

Arthur Sloan, 45, deck hand, formerly of Willow Grove. Morris Graham, 23, and James Hatfield, deck hands, both of Little River in this county.

Feir Adams, fireman, formerly of St. John and employed on the steamer Cumberland. George McGilvray, 23, deck hand, formerly of Hickey road in this county.

George Watson, a colored cook on the steamer, belongs near Fredericton.

Cornelius O'Brien, deck hand, whose people live on the Hickey road. Mrs. Carrie M. Harris, stewardess, belonged to Digby.

One of the officers of the State of Maine states that Mrs. Berry, the stewardess, was a native of this city. Thomas Merrill, second engineer, was in former years engineer on the New Brunswick. His wife was a St. John lady, Miss Clark, daughter of the late flour inspector.

Friends of George T. Graham of St. John fear that he also was lost in the wreck. Mr. Graham is about thirty years of age and unmarried. He is a son of Philip Graham of Falmouth, Queens county, and has two sisters living in St. John—Mrs. Thea Corbett and Mrs. Robert Woods.

PROVINCETOWN, Mass., Nov. 30.—In those treacherous waters which continually threaten the very existence of Cape Cod and which cover the most dreaded ocean graveyard on the entire Atlantic coast, during the most terrible moments of a storm which is beyond parallel in the history of New England's maritime interests, on Sunday occurred a disaster frightful beyond description.

The steamer Portland, plying nightly between Boston and Portland, was the ill-fated craft, and the sea alone knows how she went to her awful doom, for of all the ship's company of over 100 souls not one has lived.

As the surge rolled in from the broad Atlantic they bring the evidences of the tribute demanded by the Furies which ground into fragments the timbers of the strong craft, thirty feet being the largest piece cast ashore, while the bodies of the greater number of the victims are likely to be disintegrated by the cross of the waves, and few, if any others, in addition to the 15 already found, will be secured.

The foundering of the Portland, for it seems impossible that she struck on the wicked Peaked Hill bars, eclipsed two other fearful wrecks on this coast, the steamer City of Columbus on Devil's Bridge in 1834, when 100 lives were lost, and the ship Jason, in 1835, when 23 persons were swept away.

For two days Cape Cod was isolated from the outside world, and today, when the railroad was opened, the devastation which followed the storm became fully known.

Beside the Portland's victims at least 20 lives were lost in a host of other craft, chief of which was the big schooner King Philip.

The cause of the Portland's fate, aside from the force of the elements, is a mystery which will never be solved. Every mariner has a theory, and all agree that when buffeted by the oncoming storm off Cape Ann the big stewardess was disabled and, before the blast, was driven over forty miles to leeward, the waves slowly decaying the upper structure until the hull alone remained and this finally sank beneath the surface. The vessel disappeared off shore, for the strong current is now carrying wreckage and bodies southward, and much of it may be found on Nantucket shoals.

Today another fierce northeaster set in, again lashing the waves into a frenzy, and giving small hope to

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