APPALLING STORIES TOLD BY LARCHMONT SURVIVORS

any way. In view of the horrible condition which prevailed immediately after the accident I was satisfied that the men did all in their power to meet the situation as conscientious and as honorable men. It appears from my investigation that the schooncr lifted right into the Larchmont and caused the accident which resulted in such great loss of life. The fact that the steamer sank so soon after the crash; the fact that so many were unable to reach the boats even after they were put out, is to my mind sufficient proof that the crew acted bravely and did all in their power to aid the passengers who were able to reach the deck."

NEW YORK, Feb. 13.—Supt. Noble of the Joy line said tonight that he has been investigating the books of the company and that in his opinion there were not more than a hundred passengers on the Larchmont when the steamer was wrecked. The boat for the past month, he said, had been carrying less than a hundred passenger. The traffic was much heavier previous to the holidays and immediately following the holidays. Many Italians, he said, had been inquiring at the offices of the Joy line and it was possible that a gang of Italian laborers was coming to New York on the Larchmont. This would have swelled the usual number somewhat, he said. At the effice of the Federal inspectors of steam vessels today it was stated that the Larchmont had been inspected once in this port. This was in 1902. The vessel was known then as the Cumberland, of Portland, and was owned by the International Steamship Company. The inspection was made soon after the vessel collided in Boston harbor with a vessel of the United Fruit Company.

The hull was of wood, with three water-tight bulkheads. The bulkheads were of six inch wood and one quarter inch iron. The life saving apliances consisted of eight metal lifeboats, four light rafts, four cork rings and 635 life preservers.

Supt. Noble of the Joy line said that

ight rafts, four cork rings and 635

light rafts, four cork rings and 630 life preservers.

Supt. Noble of the Joy line said that no efforts would be made to raise the sunken steamboat as she had gone down in a depth too great. He thinks that the actual number of lives lost will never be accurately known.

It is estimated that the Larchmont was worth \$125,000. She was insured for half that amount. The cargo was valued at \$40,000 and was covered by blanket insurance.

PROVIDENCE, R. I., Feb. 13.—Not

For thirteen hours the raft drifted about aimlessly, and when the schooner Clara E. came alongside and rescovered with a coating of ice. Mrs. Feldman was the first to be lifted onto the schooner, but, half insane, she leaped from the hands of her rescuers. back onto the raft, screaming wildly that she would not be separated from her husband. Both Mr. and Mrs. Feldman were taken to the Rhode Island al, suffering severely from frozen hospital, sufferin hands and feet.

A statement made by Fred. Hierge PROVIDENCE, R. I., Feb. 13.—Not less than 2,600 people had assembled along the waterfront as the Joy Lines steamer Kentucky came slowly up the providence river. These people, the rest majority of whom were attractable to the first direct charges against Captain McVey and known.

Number of Dead Will Probably Ex
ceed First Estimates.

Scarching Vessels Find Bodies Floating Encased in Ice—One Youth Who Survived Causes Sensation by Accusing the Captain of the Steamer of Cowardice — Other Passengers Loud in Their Praise of the Crew.

Providence — Other Passengers Loud in Their Praise of the Crew.

ed to the scene by mere morbid curious and the steamer of Steamer of

This grave charps was made by Fred Hiergasell, an 13 your old all of Brooklyn, N. Y., who was returning to this city. She will remain on the lained mutil she can be safely returned to the rooks of the ships are more and the same to the ships and the same to the ships and the same to the ships ambigous all of the beats to the sexual or of the ships employes all of the beats to the sexual or of the ships employes all of the beats to the sexual or of the ships and same of the ships employes all of the same of the ships employes all of the beats to the sexual or of the same of the ships employes all of the same of the ships employed and the same of the same of the ships employed and the same of the same

death when he begged he to move her hands and feet continuously in order that she might keep her blood circulating. The woman did not wish to do so, saying that she wished to go to sleep and, being perfectly happy, wanted to die. It was only by constant attention that Mr. Feldman was able to save his wife from a death similar to that which came to others who sat nearby.

COVERED WITH ICE.

This was about 19. This was about 10 with the vessel.

A pathetic story of father and son sitting side by side in a lifeboat, one of them surviving and the other perishing, was told by Joseph Jauppa, 45 years old, of New York. Joseph got into a lifeboat and at his side sat his son, Nicholas, 24 years old. The father picked up an oar and rowed throughout the night, occasionally stopping to beg his boy to move his limbs and stave off death. But Nicholas, 24 years old while the father rowed the son, frozen to his limbs and stave off death. But Nicholas, 24 years old while the father rowed the son, frozen to his the father rowed the son, frozen to his

> THE IDENTIFIED DEAD. PROVIDENCE, R. I., Feb. 13.—The ollowing is the list of identified dead brought to this city up to 10 p. m.:
>
> — Brown, negro waiter, Providence.
> Freight clerk, James Carroll, Provi-Antonio Courto, 4 Keith avenue, Bos-

Harry Eckles, Block Island.
Fred. Ellsbree, salesman, Providence.
Nathan Flood, son of James Flood
(saved), 25 Spring street, New York.
Moses Fountaine, waiter, residence

corrected up to 10 p. m. last night.

Passengers:—Harris Fieldman, 232
East 99th street, New York; Mrs. Harris Fieldman; Miss Sadie B. Gallup
19 Minot street, Dorchester, Mass.;
Samuel L. Combe, Manchester, N. H.;

STATEMENT OF

Which Brought Death to

ADDRESS AND CHARM

xander Gillespie Given a Surprise by Union Lodge Members Last Night

And the state of t

LONDON, Feb. 13.—More than 8,000 poor children have been the guests of the Playgoers' Club up to date at this season's pantomimes. A further contingent of 2,500 went to the Grand Theatre, Islington, yesterday, and 500 were taken to "Cinderella," at the King's Theatre, Hammersmith.

No. 2 Berth the Only One Adequate for Their Turbiners, Say Their Local Respresentatives, Who Make General Charges About Lack of Harbor Facilities— Harbor Master Says I.C.R. Berth is All Right.

turbiners, which have been off the route for repairs since the beginning of the winter season and as the published statements from Ottawa caused considerable interest here yesterday.

The Sun's Ottawa correspondent wired last night that if any change has been made in the maillings it has been made by the Minister of Trade and Commerce on his own authority, as he is privileged to do under the mail contract which gives him the power to omit the call at either port if there is good cause. None of the other ministers know anything about the change and the deputy minister, who would naturally have the handling of the matter, says he never heard of the Allans applying to cut out St. John and does not believe any permission has been given. Sir Richard Cartwright being out of the city, the correspondent was unable authoritatively

The publication by the Alian Line of a statement of their sailings, omiting St. John as a calling port for the urbiners, which have been off the route.

MR. SCAMMELL'S STATEMENT.

Government Engineer Scammell, the route of the route. to overlap into the stream fifty or seventy-five feet. The conditions now are not satisfactory there and never

at St. John Wm. Thomson & Co., the Allan agents, stated as follows:

There is only one berth in St. John harbor where the Virginian and Victorian can safely dock and be afloat, and that is No. 2 at West St. John

GO TO ENGLAND.

Sour Stomach

Sworn and subscribed to before
JOHN J. McINTEE,
Notary Public.

TO REVIVE THE HARP IN WALES.

CARDIFF, Feb. 13—The musical are cured by taking a few doses of the start of the Weish National Elected dodecided last night to make a determined attempt to revive harpist, to offer valuable prizes for the best performances on the triple harp.

TO APPENDICITIS LESS FASHIONABLE.

LONDON, Feb. 18—To a jury at Kingston-on-Thimes last night, Dr. Taylor, the coroner, remarked that he was glad to say that appendicitis was now going out of fashion.

Sour Stomach

Belching Wind

are cured by taking a few doses of the will be engaged in the emigration work of the army. On the stmr. Vancouver of the Dominion line, which expected to arrive at this port on or about March 8th with some twelve hundred immigrants, Adjutant Thompson will be the second Salvation of John Thomas, the King's harpist, to offer valuable prizes for the best performances on the triple harp.

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To see the current of the Wilbe Lampend CURL Propriet of Wilbe La

FOR SALES, ETC. HELP WANTED

WORK WANTED Let THE SUN and STAR do your hustling; they are ead by nearly 14,000 people every day. They are the people's papers.