

ONE HUNDRED AND FIFTY PERSONS MET DEATH IN BLOCK ISLAND SOUND

Schooner Harry Knowlton Crashed Into Joy Line Steamer Larchmont, Both Vessels Sinking.

Two Hundred Passengers Thought to Have Been on the Steamer and More Than Two-Thirds of Them Were Drowned or Frozen to Death -- Forty-Eight Bodies Have Been Recovered and More Are Being Washed Ashore -- One Man Cut His Throat -- Captain McVey in a Serious Condition and May Die -- Passenger List Went Down With the Steamer.

BLOCK ISLAND, R. I., Feb. 12.—About 150 persons went to their death in Block Island Sound last night as a result of a collision between the three-masted schooner Harry Knowlton and the Joy Line steamer Larchmont, bound from Providence to New York. It is estimated that, including the crew, there were nearly 200 on board the steamer when she sailed from Providence. Of these only 12 appear to have survived the disaster, ten members of the crew and nine passengers. Forty-eight bodies have been recovered.

Of the heaviest among those who had retired for the night. Despite the efforts which were made to leave one on board, it would appear to be impossible that of the 200 souls on board none were left behind. Those who had no opportunity to clothe themselves succumbed long before they reached shore, and even those who were fortunate enough to be fully dressed endured suffering and frost bites of such a serious nature that in many instances serious results are feared.

The steamer Larchmont was formerly the Cumberland of the Eastern Steamship Line, and for many years was on the St. John-Boston route. About three years ago she was in a collision and badly damaged in Boston Harbor, and it was with great difficulty that she was saved. More than \$15,000 was spent in repairing her, and she was sold to the Joy Line, never sailing to St. John afterwards.

BLOCK ISLAND, R. I., Feb. 12.—A marine disaster with an appalling loss of life and entailing suffering almost beyond the limit of human endurance, came to light today when a lifeboat of the Joy Line steamer Larchmont, bound from Providence to New York, drifted into Block Island harbor.

In telling of the report made by Captain Gray, Supt. Noble said that the crew of the Kentucky immediately upon its arrival near the scene where the Larchmont is lying, about five miles west of Watch Hill, R. I., put out in small boats and made an inspection of the wrecked vessel. No crew to be seen and the captain of the Kentucky said that there was about five feet of water in the stern of the Larchmont. The sea, the captain reported, was breaking over her and she would undoubtedly be a complete wreck.

There were no watertight compartments to be closed and, therefore, the rushing flood could not be confined to the lower part of the vessel. As the water struck the boiler room great clouds of steam arose and the main deck passengers, many of whom had been thrown from their bunks when the collision occurred, were at first under the impression that a fire had broken out on board. Unfortunately the point of collision was in that part of the steamer where the engine room was located, connecting the engine room with the pilot house. Captain McVey, standing in the house, could not communicate with his subordinate officers below decks, and therefore was unable to determine the extent of the damage.

The boat brought a tale of disaster that has rarely been equalled in New England waters, and it is believed that when the final count is made it will be found that not less than 150 lives were lost. Following closely in the wake of the solitary lifeboat came bodies, cast up on the beach by angry waves. These were lifeboats and rafts. Each of them bore their burden of grim death, as well as a load of half-frozen humanity, and each brought a tale of sorrow, of suffering and of despair.

As he neared the shore the captain saw that the sea was breaking over the survivors landed in the small boats. Captain Gray again ordered his crew to the boats and he was rowed ashore.

It was the most horrible sight I ever saw," Supt. Noble said. The captain reported that the bodies of the Larchmont were found in the water, as well as a load of half-frozen humanity, and each brought a tale of sorrow, of suffering and of despair.

The steamship officials estimate that about 150 passengers and a crew of fifty were on board the steamer when she left Providence last night. Forty-eight bodies reached these shores today, and nineteen were alive when taken from the lifeboats. Taking the estimated number of the steamship officials as a basis, there are still 132 persons to be accounted for. The only positive evidence of the steamer's whereabouts is lying at the bottom of Block Island Sound. The list of passengers and crew handed to the pursuer just before the steamer left Providence was locked in a safe, and it was not recovered.

As the examination of the bodies, Captain Gray went to the row boats in which those who had survived had abandoned the Larchmont. In the boats he found twelve bodies and several of them were women. These, the captain said, had been carried from the beach by farmers and those employed by the light house. The names of those who were saved, the captain said, he was unable to get, because of their serious condition. Assuming charge of the disaster, Captain Gray directed his crew and the farmers to carry the bodies from the beach and those which were in the boats to the light house where they were placed outside. It was first thought advisable to thaw the ice off the bodies of the victims, but it was decided to remain as they were until taken charge of by undertakers.

Every hand in the boat was too cold to handle a knife and cut the ropes, which, however, slipped through the fingers and the craft drifted just as the vessel became submerged. The pitiable condition of the passengers and crew were increased a hundredfold the moment they had launched their boats. Every wave sent its dash of spray over the boats and their contents.

CAUSE OF ACCIDENT NOT KNOWN.

The cause of the accident has not been satisfactorily explained. It occurred just off Watch Hill about 11 o'clock last night, when the three-masted schooner Harry Knowlton crashed into the steamer's port side amidships. Captain George McVey of the Larchmont declares that the Knowlton suddenly swerved from her course, luffed up into the wind and crashed into his vessel.

Capt. Haley of the Knowlton admits that the steamer did not give his vessel sufficient sea room and that the collision occurred before he could take his schooner out of the path of the oncoming steamer.

The steamer, with a huge hole torn in her side was so seriously damaged that no attempt was made to run for shore and she sank to the bottom in less than half an hour. The Knowlton after she had backed away from the wreck, began to fill rapidly, but her crew manned the pumps and kept her afloat until she reached a point off Quonochontaug, where they put out in the lifeboat and rowed ashore. There were no fatalities on the schooner, but the men suffered from the extreme cold.

There was no comparison, however, between their experience and those of the passengers and crew of the steamer. A majority of those on board the Larchmont had retired for the night, and when the collision occurred there were few on deck, with the exception of the crew, who were prepared for the weather which prevailed. Most of the shipwrecked people hurried from the warm staterooms to the deck of the steamer and into a zero atmosphere.

Literally chilled to the bone many rushed headlong below to secure more clothing, while others bareheaded, barefooted and clad only in night gowns, stood on the decks, fearing that to go below would mean certain death.

It now appears certain that the loss of the Larchmont was a disaster of such a serious nature that in many instances serious results are feared.

PATERSON'S
COUGH DROPS
Not more readily, though they are sold under a cut name, and are really PATERSON'S. Beware of cheap imitations. PATERSON'S COUGH DROPS are the only ones that will cure.

That Cough
that troubles you, causing sleepless nights, can be cured in a short while with
Dr. White's Honey Balm
Pleasant to take, soothing and healing, warms up the throat and lungs, and in a very little while the cough is gone.
Dr. Scott's White Liniment Co., Ltd.
Proprietors of HERNER'S DYSPEPSIA CURE

Better Underwear
Keeps your body warm, yet lets your skin breathe. Guaranteed to shrinkage.

heading direct for us. Some of us shouted as a warning and one member of the crew blew a horn constantly. "I scarcely knew what to do. I dared not attempt to tack in. An hour after the collision the path of the steamer, because I imagined she would turn out for us. Then the crash came quickly. The big steamer nosed right up ahead of us and there was nothing for us to do but to hit her. The blow was a very bad one."

Captain Haley then proceeded to narrate the experiences of himself and crew in working his vessel shoreward, and of his constant and fruitless efforts to keep the ship free enough from water to prevent her foundering. Within a short time there was five feet of water in the hole and it was gaining all the time.

The work of manning the pumps became exceedingly difficult as the water surged about the mast and impeded their efforts. Finally it was decided to abandon the vessel, and after seizing a few of their personal effects all hands took to the boat, which was launched. Eventually all reached the shore about seven miles below Watch Hill.

The crew of the Harry Knowlton is as follows: Capt. Frank T. Haley; Mate, Frank Gowan; Steward, Robert Woycott; Seaman H. Valocok; Seaman Carl Johnson; Seaman E. Nicholson; and Seaman F. Borgensen. The members of the crew are Americans and Swedes.

Capt. Frank T. Haley is a St. John man. His wife and family reside on Germain street, West End. Mrs. John Murphy, of Queen street, W. E., and Mrs. Geo. McLean, of Boston, are daughters.

The Harry Knowlton, which is owned by Dunn Bros., of Houlton, Me., was built in Tremont, New York, in 1899. She was registered at 277 tons. J. M. Driscoll is the agent here. She left St. John on Jan. 8th for New York.

Upwards of 300 members and friends of the I. O. O. F. assembled in the Golden Rule Lodge, West End, last evening, to partake of the banquet which had been prepared for the reception of Grand Master Smith Walker of Truro, N. S.

Shortly before nine the banquet was served and afterwards a programme of speeches and musical numbers was carried on in the hall upstairs.

Even before another warning signal could be sounded on the steamer the schooner crashed into her port side, and the impact was so terrific that the clunky bow of the sailing craft as it lay through more than half the breadth of the Larchmont. As they separated after the collision the water rushed into the gaping hole in the steamer's side with a velocity that could only mean the doom of that vessel.

There were no watertight compartments to be closed and, therefore, the rushing flood could not be confined to the lower part of the vessel. As the water struck the boiler room great clouds of steam arose and the main deck passengers, many of whom had been thrown from their bunks when the collision occurred, were at first under the impression that a fire had broken out on board. Unfortunately the point of collision was in that part of the steamer where the engine room was located, connecting the engine room with the pilot house. Captain McVey, standing in the house, could not communicate with his subordinate officers below decks, and therefore was unable to determine the extent of the damage.

There was no comparison, however, between their experience and those of the passengers and crew of the steamer. A majority of those on board the Larchmont had retired for the night, and when the collision occurred there were few on deck, with the exception of the crew, who were prepared for the weather which prevailed. Most of the shipwrecked people hurried from the warm staterooms to the deck of the steamer and into a zero atmosphere.

Literally chilled to the bone many rushed headlong below to secure more clothing, while others bareheaded, barefooted and clad only in night gowns, stood on the decks, fearing that to go below would mean certain death.

It now appears certain that the loss of the Larchmont was a disaster of such a serious nature that in many instances serious results are feared.

It now appears certain that the loss of the Larchmont was a disaster of such a serious nature that in many instances serious results are feared.

It now appears certain that the loss of the Larchmont was a disaster of such a serious nature that in many instances serious results are feared.

It now appears certain that the loss of the Larchmont was a disaster of such a serious nature that in many instances serious results are feared.

It now appears certain that the loss of the Larchmont was a disaster of such a serious nature that in many instances serious results are feared.

It now appears certain that the loss of the Larchmont was a disaster of such a serious nature that in many instances serious results are feared.

It now appears certain that the loss of the Larchmont was a disaster of such a serious nature that in many instances serious results are feared.

It now appears certain that the loss of the Larchmont was a disaster of such a serious nature that in many instances serious results are feared.

It now appears certain that the loss of the Larchmont was a disaster of such a serious nature that in many instances serious results are feared.

It now appears certain that the loss of the Larchmont was a disaster of such a serious nature that in many instances serious results are feared.

It now appears certain that the loss of the Larchmont was a disaster of such a serious nature that in many instances serious results are feared.

It now appears certain that the loss of the Larchmont was a disaster of such a serious nature that in many instances serious results are feared.

It now appears certain that the loss of the Larchmont was a disaster of such a serious nature that in many instances serious results are feared.

It now appears certain that the loss of the Larchmont was a disaster of such a serious nature that in many instances serious results are feared.

It now appears certain that the loss of the Larchmont was a disaster of such a serious nature that in many instances serious results are feared.

It now appears certain that the loss of the Larchmont was a disaster of such a serious nature that in many instances serious results are feared.

It now appears certain that the loss of the Larchmont was a disaster of such a serious nature that in many instances serious results are feared.

It now appears certain that the loss of the Larchmont was a disaster of such a serious nature that in many instances serious results are feared.

It now appears certain that the loss of the Larchmont was a disaster of such a serious nature that in many instances serious results are feared.

It now appears certain that the loss of the Larchmont was a disaster of such a serious nature that in many instances serious results are feared.

It now appears certain that the loss of the Larchmont was a disaster of such a serious nature that in many instances serious results are feared.

It now appears certain that the loss of the Larchmont was a disaster of such a serious nature that in many instances serious results are feared.

It now appears certain that the loss of the Larchmont was a disaster of such a serious nature that in many instances serious results are feared.

It now appears certain that the loss of the Larchmont was a disaster of such a serious nature that in many instances serious results are feared.