POOR DOCUMENT

MC 2033

ST. JOHN SCHOONER SINKS SOUND BOAT IN COLLISION AND 138 PEOPLE PERISH

The Harry Knowlton Crashes Into Joy Liner During Gale and Thermometer Below Zero

Pa sengers Rush Into Life Boats and Rafts Half Clad and Many Freeze to Death, Whilst Others Went Down With the Ill-fated Larchmont, Formerly the Cumberland, of the International Line—Captain Haley, of the Sailing Craft, and Crew Saved.

Block Island, R. I., Feb. 13—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 19 appear to have survived the disaster, ten members of the crew and nine passengers. Forty-eight bodies have been recovered.

The bodies identified were:

Steward, James B. Harrison, Brooklyn.

First assistant engineer, Jasper Hest, Albany.

Assistant engineer, Edward Logan, Providence.

First watchman, Jacob Zadmus, Paterson (N. J.)

Waiter, George Smith, Providence.

Harry Eckler, Block Island.

Had 150 Passengers.

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 figures of the steamship officials as a basis, there are still 138 persons to be accounted for. The only positive evidence of the steamer's victims is lying at the bottom of Block Island sound. The list of passengers and crew, handed to the purser just before the steamer left Providence, was locked in a safe and it was not recovered.

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.

Captain Haley, of the Knowlton, asserts 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.

Many Frozen to Death.

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 Quonochontauf, 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 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 bare-footed, bare-headed and clad only in nightgowns, stood on the decks, fearing that to go below would mean certain death.

It now appears certain that the loss of life was heaviest among those who had retired for the night. Despite the efforts which were made to leave no 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.

Had Heavy Cargo.

The Larchmont, a sidewheel steamer which was only put into the Joy Line service during the present season, left her dock in Providence last night, with a heavy cargo of freight and a passenger list estimated at from 150 to 200. A strong northwest wind was blowing as the steamer plowed her way down through the eastern passage of Narraganset Bay, but the full effect of the gale which was blowing out in the sound was not felt until the Larchmont rounded Point Judith. Then the sidewheeler pointed her nose into the very heart of the gale and continued down through Block Island Sound without any unusual incident until she was well abeam of Watch Hill and within five or six miles of Fishers Island.

Captain George McVey, who had remained in the pilot house until the vessel had been straightened out on her course, was preparing to retire when he was startled by several blasts of the steamer's whistle. He rushed into the pilot house, where the pilot and quartermaster pointed out a three masted schooner sailing eastward before a strong wind.

The schooner had been bowling along on her course when she seemed to suddenly luff up and head straight for the steamer. Again several blasts were sounded on the steamer's whistle, the pilot and quartermaster at the same moment whirling the whell hard aport in a mad endeavor to avert a collision.

But as the Larchmont was slowly veering around in response to her helm the schooner came on with a speed that almost seemed to equal the gale that had been pushing her toward Boston.

A Terrific Crash.

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 clumsy bow of the sailing craft ate its way 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 inrushing flood could not be confined to the damaged section and it poured in over the cargo and down into the hold. As the water struck the boiler room great clouds of steam arose and the panic stricken 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 was located the signalling apparatus connecting the engineroom with the pilot house. Captain McVey, standing in the pilot house, could not communicate with his subordinate officers below decks and therefore, was unable to determine the extent of the damage. The quartermaster was hurried below to make an investigation.

Half-clad People Throng Deck.

The passengers meanwhile thronged on to the decks. Few of them had waited to clothe themselves and those who had not found it impossible to return below and do so. Their rooms were flooded soon after they had been deserted, and the wounded steamer was sinking with a rapidity that sent terror to the hearts of officers and crew. The men were prompt in answering Captain McVey's call to quarters. While some of the seamen held back the frantic, freezing passengers by brute strength, others were preparing to lower the lifeboats and rafts. There was no time to think of the comfort of anyone. Even before the boats were cut away Captain McVey knew that the list of victims would be greater than that of those who survived. It was a physical impossibility for any but the most hardened to withstand the cold which turned ears and noses white with frost and so benumbed feet that both the passengers and members of the crew stumbled rather than walked to the small craft in which they were to leave the sinking ship. Pandemonium reigned, but in spite of it the women on board, suffering more intensely than the men, were placed in lifeboats, the male passengers and members of the crews selecting the unprotected rafts as their vehicle of escape.

Captain McVey remained on the upper deck directing his officers and crew until every one on board appeared to have been cared for. He ordered all lifeboats and rafts cut away and before he stepped into his own boat, he stood on the upper deck a moment to see that his order was executed. Then he ordered that his boat, the largest on board, be cleared away, but it seemed as though the boat would be dragged down before she could be freed from the doomed steamer.

Every hand in the boat was too cold to handle a knife and cut the ropes which, however, slipped through the tackles, and set the craft adrift just as the vessel became submerged.

The pitiable condition of the passengers and crew was increased a hundredfold the moment they had launched their boats. Every wave sent its dash of spray over boats and their contents.

Soon a thin coating of ice enveloped everyone. Those who were fully clothed suffered from frozen faces and numbed feet, but there were many who had on only their night clothing.

Suicided in Boat.

One man in the captain's boat, although dressed warmer than many others, was suddenly driven insane by his intense sufferings. He pulled a big clasp knife from his pocket and gashed his throat. No one stayed his hand and again he plunged his knife into his throat. Those who sat near him were either too dazed to interfere or looked upon the act of self destruction as justified. The unknown man's body fell to the bottom of the boat where it remained unheeded.

Fisher's Point, the nearest point of land, was not quite five miles to the westward of the point where the steamer went down and every boat immediately headed for that place.

But the boats were heavy and the men at the oars were weak. A fifty mile gale blew on their backs as the men strained at the ice covered oars in a hopeless endeavor to overcome the handicap against which they were struggling. The boats and rafts soon become separated and the only details of the terrible disaster which could be learned here were given when Captain McVey's boat came ashore. Not a man on board was able to walk. Their feet were frozen so badly that the life savers carried the survivors bodily to the life saving station.

Captain McVey was so overcome by the enormity of the disaster that, for a time, he was unable to give a lucid account of what had happened after the ship had gone down. Shortly after his arrival here, the captain said that he had on board his ship between 150 and 200 passengers and a crew of fifty.

Passenger List Likely Lost.

Later he said there were between fifty and seventy-five passengers on board the steamer when the vessel went down. The latter figure, however, is far below the estimate made by the officials of the Joy line at Providence who estimated the number of passengers at not less than 150. The exact number of passengers was given in a list which was handed the purser just before the Larchmont started on her fateful journey but it is believed that it was lost when the ship went down.

Captain McVey said that had his crew been able to make progress against the northwest gale they would have landed at Fisher's Island between 12 and 1 o'clock. The wind, however, he said, was too strong to be overcome and there was nothing left for the seamen to do but turn around and head for Block Island, 15 miles away. It was shortly after 11 o'clock when the captain of the boat cut away from the sinking steamer and it was not until 6.30 o'clock in the morning that it arrived at Rock Island. It seemed, the captain said, as though the seven hour struggle against the elements occupied an eternity and not a soul in the boat expected to survive the excruciating suffering to which all were subjected.

Captains Blame Each Other.

Captain McVey asserted with emphasis that the crew of the schooner was responsible for the wreck. He said that had the sailing vessel held true to the course which she was sailing when first sighted, there would have been no possible chance of an accident.

The schooner, however, suddenly luffed and crashed into the port side of the Larchmont almost before the helmsmen had ported their wheel.

Captain Frank T. Haley, of the schooner Harry Knowlton, which was in collision with the Larchmont, stated that the accident was entirely due to the steamer. He said that his lights were burning and he held to his course with the expectation that the steamer, having sighted him, would pass him with plenty of sea room. When he discovered that the steamer would not turn out, Captain Haley said it was too late to avert a collision.

A Gruesome Cargo.

Providence, R. I., Feb. 14—A careful compilation of figures in this city early today shows that 138 lives are known to have been lost as a result of the collision Monday night between the Joy line steamer Larchmont and the schooner Harry Knowlton. It is known that there were not less than 157 persons on board the steamer. Of that number only nineteen survived. Seventy-one bodies have been recovered, thirty-eight of them having been identified. There are still 100 passengers who are either missing or unidentified.

A terrible tale of suffering was brought here tonight by the nineteen survivors of the steamer Larchmont, which went to the bottom in Block Island Sound, Monday night, but their narrative paled into insignificance before the charge of one youth who asserted that in that awful hour of peril, when death stared all in the face, helpless women were thrust aside by men who cared only for their own safety.

This grave charge was made by Fred Hiergessell, an 18 year old lad of Brooklyn (N. Y.), who was returning to his home from a runaway escapade. He said that not only were the unaccompanied women left to their fate but that Captain McVey left the sinking ship in the very first life boat; that some of the ship's employes filled the boats to the exclusion of the passengers and at least one boat was without oars when it was put over the side. Hiergesell's statement was not confirmed by any other survivor of the tragedy.

Louis McFarlane, a colored waiter on the Larchmont, gave a version of the departure of the captains boat which was entirely different from that given by Hiergesell. He said that when he reached the captain's boat, to which he was assigned, he found Captain McVey there. The captain ordered that the boat be swung outboard, ready to lower, calling to the passengers at the same time to step into the boat. The passengers, McFarlane said, seemed afraid to do so, and as the steamer was going down fast, Captain McVey ordered that the boat be lowered. When it reached the water, however, a rope fastened to the davit above, became caught, and those in the boat were in danger of being dragged down with the steamer when Boatswain Andrew Tobesen, who was on the deck, saved their lives by cutting the rope.

No less than 2,000 people had assembled along the water front as the Joy line steamer Kentucky came slowly up the Providence river. These people, the great majority of whom were attracted to the scene by mere morbid curiosity, placed themselves at various points of vantage in order that they might better see the steamer and in the hope that they might be able to catch a glimpse of its gruesome burden.

The Kentucky, which is apparently an old vessel held in reserve by the Joy line officials, presented a somewhat unusual spectacle as she steamed slowly to her berth. Her sides, below the deck railing, were yellow with rust, her paint, once white, was dirty and faded, and so generally battered and decrepit was her appearance that she truly looked like a ship of death.

Along her lower deck, on the starboard side, lay forty-nine bodies, all covered with white sheeting. Inside, in the best staterooms on the boat, were eighteen survivors of the accident. Miss Sadie Gallup, of Boston, was in such a serious condition when the Kentucky arrived at Block Island, that it was considered dangerous to move her, and she did not accompany her fellow passengers to this city. She will remain on the island until she can be safely returned to her home in Boston.

Frozen Stiff.

The throng of people who stood outside the Joy line dock when the steamer tied up to her wharf, was held in check by a large detail of police, and no difficulty was experienced in carrying the injured to ambulances which were waiting to convey them to the Rhode Island and East Side Hospitals. The dead, still frozen in curious positions, were placed in undertakers' caskets and carried to a nearby morgue, where they were arranged so that all who desired might pass in an effort to identify them. There appeared to be few persons among the many who entered the morgue who expected to identify bodies, and this led to the belief that few identifications would be made tonight.

Physicians who had an opportunity to examine the bodies expressed the opinion that in many cases death had been caused by the cold rather than by drowning. A glance at these victims showed the effects of the terrible cold to which they had been subjected. One of them, a man about fifty years of age, had apparently been a member of the crew. His white beard was encased in ice. His left arm, frozen rigid, was raised, as if to ward off a blow. A woman of about thirty-eight years of age was placed on a slab and as her head rested on it her hair, frozen solid as a piece of marble, stretched out and touched the floor. Her face was covered with blood. On her right hand were two wedding rings, and on the third finger of the left hand was a diamond ring. On the left arm was a bracelet.

A Thrilling Tale.

The most thrilling narrative of the disaster was that told by Harris Feldman, of East 99th street, New York, who, with his wife, were saved. Feldman said that when the collision occurred he ordered his wife to dress as warmly as possible. When she had done so Mr. and Mrs. Feldman rushed to the hurricane deck. They had been there but a moment when they saw that the ship was then sinking so rapidly that it seemed that they must be lost. Suddenly mountainous waves struck the vessel and ripped off a huge piece of the upper structure, upon which many of the panic-stricken passengers were standing. As the piece of wreckage slipped off into the sea, many of the passengers either fell backward into the saloon of the vessel or were thrown forward into the sea, while others clung to the wreckage which was, in effect, an immense raft. After the raft had been away from the ship a few moments, Mr. Feldman counted his companions. Besides himself and wife there were thirty-eight on it, but they were crowded so badly that one by one they began to drop off into the sea. Some of them, crazed by the cold, jumped into the sea and were drowned. Others, sitting near the edge, were swept away, and still others, frozen to death, dropped into the water. An hour after the raft had been swept from the top of the steamer there were but sixteen persons on it, and of those only eight were alive. Mrs. Feldman, who found a place next to her husband, was slowly freezing to death when he begged her 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.

For thirteen hours the raft drifted about aimlessly, and when the schooner Clare E. came alongside and rescued them every person on board was covered with a coating of ice. Mrs. Feldman was the first to be lifted on to 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 Hospital, suffering severely from frozen hands and feet.

Charges Captain With Cowardice

A statement made by Fred. Hiergesell, an eighteen-year-old boy, who was returning to his home in New York after having been a runaway for nearly a year, contained the first direct charge against Captain McVey and his crew. Hiergesell asserts that Captain McVey's boat was the first one which left the sinking steamer. He said that he saw many women on the hurricane deck, rushing about helplessly, and begging for life preservers. Many of these women pleaded with the panic-stricken passengers and the crew to direct them to the life boats, but their prayers were unheeded.

Young Hiergessell said:

"My stateroom was almost at the point of collision on the port side of the steamer. I was in bed with my clothes on and when I rushed on deck, I found the officers reassuring the passengers and telling them that they were in no immediate danger. The captain left his steamer in the very first boat. I cannot be mistaken as to his identity for I saw him on the Kentucky as we came over to Providence this afternoon and he is the same man who stepped into the first boat launched from the sinking vessel. The second boat was taken possession of by a gang of negro waiters. These men seemed to have lost their heads and so many of them crowded into the boat that it capsized as soon as it struck the water and I believe that all of them were lost. I got into the third boat, with five other men. There were no oars in the boat and we were obliged to drift at the mercy of wind and waves. Four of the men were seated on one side of the boat and another man and myself were seated on the opposite side, throwing the boat off its balance. We drifted for several hours and just when we were in sight of land a big wave struck the boat and capsized her. The five men who were with me were drowned but as soon as I struck the water I began to swim, although my hands were terribly frozen and my feet felt like lead, I succeeded in reaching the beach, where some one dragged me out of the water.

"It was an awful sight on the hurricane deck of that steamer. I saw a lot of women running around heplessly calling for life preservers and begging that they be directed to the life boats, but no one paid any attention to them and they were absolutely neglected. I didn't see any life preservers around. As I left the ship many people were jumping overboard just as the steamer began to slip beneath the waves."

Says Faith Saved Him.

David D. Fox, of Bridgeton (N. J.), declared that his life and lives of those who were with him were saved by his sublime faith in God. Mr. Fox was returning from a Bible convention which was held last week at Beverly (Mass.) He was on the same piece of wreckage as that which carried Mr. and Mrs. Feldman away. He said that his whole experience was so terribly appalling that he found it impossible to drive it from his mind. As soon as the raft reached the water, Mr. Fox said, the despair of all on board seemed to become so general that he spent his entire time begging them to have faith in God. He assured everyone that if they would only pray and not give up hope that they would be saved. Mr. Fox said that it was unnerving to see people die at his side, but as the bodies slipped into the water those who remained found more room and had a better opportunity to move their limbs and keep their blood in circulation.

Tony Rizukouz, of Central Falls (R. I.), got into a life boat with eight other passengers, all men. The boat had scarcely touched the water when it turned partially over, throwing the nine men into the water. All but Rizukouz seemed to have been frozen to death almost as soon as they were immersed for he was unable to find a trace of them when he came to the surface. Rizukouz swam to the boat and climbed in. He said he did not remember how he was saved. He fell out of the boat twice but each time climbed back in and finally he dropped into the water in the bottom of the boat and lost consciousness. When he awoke, he was at Block Island. Rizukouz is now partially insane as a result of his experience. During the trip from Block Island to this city he created a scene by charging the officers of the steamer with an attempt to starve him to death. Rizukouz was removed to the East Side Hospital in a critical condition.

Purser Praises Crew.

Oscar A. Young, the purser of the Larchmont, was loud in his praise of the crew of the steamer. He said there were eight life boats and four rafts on board and when the collision occurred every man went to his station and did all in his power to save the lives of the passengers. Young said he left the steamer in the captain's boat. He said that as near as he could remember he had assigned 27 passengers to their berths previous to the collision. There were many others on board, however, some of whom had not at that time applied for sleeping accommodations, and he believed that some others planned to sleep in chairs in the big cabin. Young was handed a list of the passengers on board his vessel before he sailed from Providence, but he left it in his room and it went down with the vessel.

A pathetic story of father and son sitting side by side in a life boat, one of them surviving and the other perishing, was told by Joseph Jauppa, 45 years old, of New York. Joseph got into a life boat, 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 seemed to be in a stupor and while the father rowed, the son, frozen to his seat, expired.

Captain Haley's Statement.

New London, Feb. 13—Captain Frank T. Haley of the schooner Harry T. Knowlton which collided with the steamer Larchmont, in a sworn statement to Captain W. E. Whitney, United States steamboat inspector, says that an unknown steamer was in the vicinity of the wreck and ofter showing her lights veered off and kept on her course without offering any assistance to the victims of the collision.

Captain Haley's statement was taken at Westerly (R. I.), today and is as follows:

"I, Frank T. Haley, do hereby submit the following report of a collision which occurred on the evening of Feb. 11, 1907, between three masted schooner Harry Knowlton of Eastport (Me.), owned by George B. Dunn, and the steamer Larchmont of the Joy Steamship Company, at a point in the waters of Block Island sound, when Watch Hill light (R. I.), bore N. N. W.

"I left City Island at 10 o'clock on the morning of Feb. 11, coal laden, bound for Everett (Mass.), wind off the land and more westerly at times, leading breeze all the way.

"We passed Race Rock light at about 9 o'clock in the evening, with strong fresh breezes from W. N. W. I then put the schooner on an E. by S. course and continued on that course until Watch Hill bore N. E., then let her come up on an E. course for about half an hour, then E. by N.

At this time the mate, Mr. Govand, was in charge of the deck. I was up and down whenever I thought it was necessary to take a look.

"I was sitting in the cabin when I heard the mate call to the man on the lookout: 'See if that green light is burning.' I came on deck and asked the mate: 'What does that man say about the light burning?' The mate replied: 'The green light is burning all right.' I then looked under the spanker boom, when on the starboard quarter I saw a red light.

"I said: 'Is that a steamer?' and Mr. Govand said: 'Yes.' I then said to the man at the wheel, Charles Johnson: 'Keep her on her course.' He said: 'She is right on her course, sir.'

"I took another look on our starboard side and saw a steamer shaping in such a way as to cross our bow, and not more than four steamers lengths away. As the steamer shot across our bow he blowed a whistle and in from four to six seconds we were together. We struck him in about the range of his gallery, carrying away all of her headgear. The steamer did not seem to stop, but to go right along for ten lengths of herself. When I looked at her again, she was covered with steam.

"I waved my light to him to come back and take us off. Next time I looked I could not see her. I looked off to the southward and saw a steamer showing a red and green light. He looked as if he was coming to take us off. Then he kept off and showed his green light and went on.

"This was about 10 p. m. We kept drifting on inshore, the schooner being unmanageable. She fetched up on the beach near Quonochontaug about 2 a. m., on the 12th instant.

"We abandoned ship about 1 o'clock a. m., and landed at Quonochontaug lifesaving station. No loss of life among my crew. No one injured.

(Sigd.) "FRANK T. HALEY."

Sworn and subscribed to before

JOHN J. McINTEE,
Notary Public.

Missing Passengers.

The missing passengers are as follows: R. F. Perkins, Dorchester; H. Sulgren, Providence; Antonio Lannetti, Providence; Riccardi, address unknown; Joseph H. Mulligan, Woonsocket, R. I.; Rev. Philip Murfio, pastor Italian M. E. church, Providence; Frank L. Wilson, drug clerk, Providence; Samuel Paul, Pawtucket; Mrs. Samuel Paul, Pauline Paul, aged 19, and Matilda Paul, aged 15, daughters of Samuel Paul; Claude W. Lynd, Providence; Fred H. Mooney, East Providence; John Lewis, Providence; John Campbell, Weaver, Smithfield, R. I.; Jacob Bonce, Providence; Harry Bonce, Providence; Mrs. J. T. Jensen, Providence; Fred Ellesbree, Providence; Captain Richard Swan, Salvation Army, Worcester; Lieut. John Mollin, Salvation Army, Worcester; Miss Emma Beck Lund, Salvation Army, Worcester; Miss Alma Johnsen, Salvation Army, Worcester; Miss Anna Oden, Salvation Army, Worcester; Evan Chritceplow, Providence; J. D. Pitts, Providence; Mrs. Jenny Shugrman, Boston; Miss Bertha Swan, Boston; James M. McLeod, Providence; Morris Bampolz, Boston; Benjamin Zeiner, Providence; Jacob Michaelson, Belmer, N. J.; Stephen E. Hedges, Providence; James Blackwood, Ashton, R. I.; Koren Jorajan, Olneyville, R. I.; ——Carmonty, New York; Mrs. Jorajan, Thomas Cullen, Pawtucket; Robert Piggard, Worcester; Nicholas Jarrella, Providence; Claude E. Reed, Providence; Tony Lacourt, bootblack, 23, Boston; Willard Franklyn, North Atleboro; Ralph Linden, Chelsea; Prato Dereco, Providence; Rosa Masdad, Woonsocket; Emanuel Lyon, New York; Frank McLaughlin, Providence; Benjamin Cohen, Providence; Frank Milliken, Boston, of the Transcript; Mrs. Macklaz, Woonsocket; Ephraim Kaplan, New York; Geo. A. Monk, Wonsocket Mrs. Geo. A. Monk, Henry Rock, N. J., of "Pawnee Bill Company"; C. M. Schlenker, New Britain, Conn; Louis Folabreck, address unknown; Miss Lottie Seilrigg, northeast Erie county, Penna; Alvin Simmons, New York, 30; Cavalier Francesco Statola, Palmero, Italy; Dennis Thibeau, Providence; Nicholas Zearol, Providence; Nathaniel L. Adelman, Providence, peddler; Mrs. Atta Adelstein, Boston; Herman Adelstein, her 8 year old son; Morris A. Zchlancker, New York, tool maker; R. H. Perkins, Providence; Alma Backlaund, address unknown; Mrs. Anna Heckling, Providence; two children of Mrs. Heckling; Samuel Olliver, Oregon, N. J. hatter; D. A. Kinnear, address unknown; H. Steiner, Providence; James Chabot, Pawtucket; Julian Klimasers, Olneyville furniture polisher; Robert Perkins, Bridgewater, Mass.

Officers and crew—First Mate, E. J. Hazard, Providence; Engineer Robt. Gay, Bridgeport, Conn.; Pilot George Wyman, Horrick, Providence; Porter Wolchimin, Bouker, N. Y.; Assistant Steward John Scott, Petersburg, Va.; Stewardess Mrs. Louise Scorgan, Providence; First Pilot John Ansen, address unknown; Assistant Purser Wm. J. Carroll, Providence; Assistant Engineer John Carroll, Providence; Fireman Peter Sullivan, address unknown.

The Saved.

The following is a list of the survivors of the steamer Larchmont revised by the purser of the steamer Kentucky and corrected up to 10 p. m. tonight:

Passengers.

Harris Feldman, 232 East 99th street, New York.

Mrs. Harris Feldman.

Miss Sadie B. Gallup, 19 Minot street, Dorchester (Mass.)

Samuel L'Combe, Manchester (N. H.)

Oliver Janvier, Providence.

Daniel D. Fox, Bridgetown (N. J.)

James Flood, 25 Spring street, New York.

Fred. Hiergesell, Brooklyn.

Antonio Riezukiewitz, Central Falls (R. I.)

T. Arazagorich, Central Falls (R. I.)

Abraham Miscofer, Baker, Providence.

Officers and Crew.

Captain George McVey, Providence.

Purser Oscar A. Young, Providence.

Quartermaster James Stables, Brookville (Me.)

Waiter James Vann, New York.

Waiter Louis MacFarland, Wellington, (N. C.)

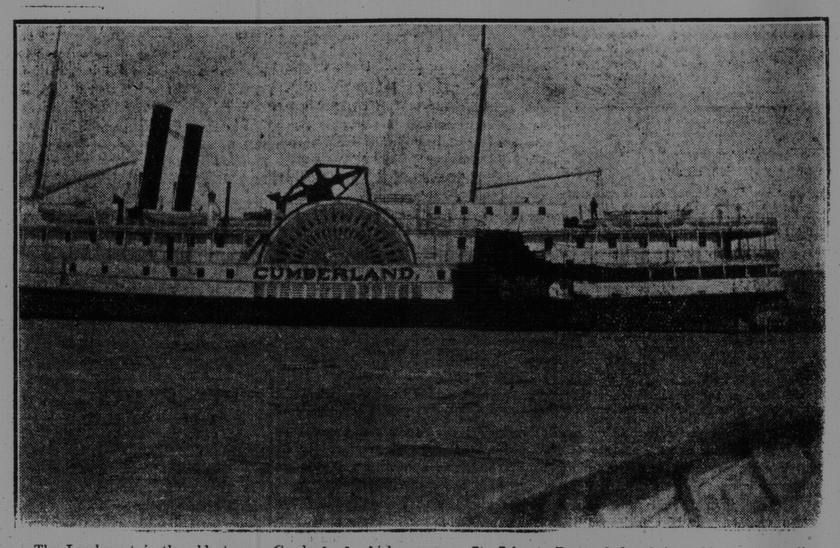
Waiter Richard Hall, Providence.

Fireman Martes Liebert, New York.

Fireman James Fallon, Providence.

Total 19.

THE ILL-FATED LARCHMONT



The Larchmont is the old steamer Cumberland which ran from St. John to Boston before being sold to the Joy line, and rechristened. The above picture was taken at the time of her collision with the Alcides in St. John harbor.

LARCHMONT FORMERLY ON ST. JOHN ROUTE

Was the Cumberland of the Eastern Steamship Company's Line—Knowlton's Captain a St. John Man.

The steamer Larchmont, which ran into the schooner Harry Knowlton Tuesday off Watch Hill, near New London (Conn.), was formerly the Cumberland, and belonged to the Eastern Steamship Company. She was well known at this port and for a number of years ran on the route between here and Boston.

The steamer has had rather a checkered career. About three or four years ago the Donaldson line steamship Alcides, while coming out of her berth in Carleton, ran into the Cumberland, then at her berth at Reed's Point, doing much damage to the Cumberland's upper works. Soon after this the Cumberland met with a mishap and sank in Boston harbor.

After the second accident she was sold to the Joy Line Company. The third and last accident—that of yesterday—is most appalling.

The Larchmont was built at Bath (Me.) in 1885 by the New England Steamship Company and was 252 feet in length, her breadth was 37 feet, depth 14 feet. Captain Allan, of the Governor Cobb, now in port, was at one time in command of the Cumberland and when called on by a reporter of The Telegraph yesterday, said he felt deeply grieved over the loss of so many lives.

The American three-masted schooner Harry Knowlton is well known in this city. J. A. Gregory is her agent. He left for the scene of the disaster last night to look after the interests of the vessel, which is insured against loss. The Knowlton was built at Tollinville (N. Y.) in 1890; her hailing port is Eastport (Me.) She is 279 tons net, length 134 feet, breadth 32 feet, depth 15 feet. The following are the members of the crew who were on board the schooner at the time of the accident: Frank T. Haley, master; Frank Govans, mate; Robert Waycotte, steward; H. Van Loock, Carl Johnson, E. Nicholson and F. Borgensen, able seamen.

Capt. Haley is a resident of St. John west and one of the best known schooner masters on the Atlantic coast.

RICHIBUCTO ICE CARNIVAL AND THE COSTUMES WORN

Richibucto, Feb. 11.—The skating carnival held here on Friday evening was a decided success and reflected credit on the management. The rink and dressing rooms are well lighted by electricity and the ice (usually good) was, on this occasion, just about perfect. The band furnished good music and although there was a slight frost falling it was scarcely noticed by the skaters.

The costumes, which were for the most part the creation of amateurs, almost without exception, showed artistic taste and were both varied and interesting. One very noticeable figure on the ice was a little boy moving about as a package of a well known brand of tea.

Refreshments were on sale during the evening and these, with admission, brought in $59.15.

The following are the names of skaters and their costumes ,or as many as could be obtained by your correspondent:

Miss Lucy Leger, Sunflower.
Miss Pearl Davis, Bat.
Mrs. W. E. Forbes, Folly.
Mrs. Dobson, Good Luck.
Miss V. McInerney, Scotch Lassie.
Miss H. Smith, Queen of Hearts.
Miss Nell McInerney, Student.
Mrs. W. F. Copp (Newcastle), The Lady in Scarlet.
Miss McInerney, Miss Erin.
Miss Nellie Lanigan, Starlight.
Miss Mayde Jardine and Miss Rene Shadwick, Aunt Diana and Aunt Cole.
Miss Alice M. Dickinson, Fisherman's Daughter.
Mrs. A. E. O'Leary, Lady of the Snows.
Miss Hazel Hudson, A Lady of the 18th Century.
Miss Kate H. Keswick, June.
Mrs. C. M. McCann, Canadian Girl.
Mrs. Thos. J. Bourque, Ganong's Chocolates.
Miss G. Amiraux, Queen of Hearts.
Miss Edith James, R. V. Nurse.
Mrs. W. D. Carter, Nun.
Miss Alma Carter, Western Girl.
Miss Katherine Stevenson, Yale Girl
Miss Dena Carter, Papoose.
Miss Marguerite Murray, Little Red Riding Hood.
Miss Margaret Palmer, Hockey Girl.
Miss Blanche McKinnon, Swiss Girl.
Miss Gertrude Hannagan, Canadian Girl.
Miss Jessie Ferguson, Flower Girl.
Miss Estelle Lanigan, Canada.
Miss Florence A. Caie, Popular Magazine.
Miss Eva Mundle, British Empire.
Miss Ruby Lawton, Popcorn Girl.
Miss Cleo Demere, Bride of Grumble Road.
Miss Lizzie Irving, Granny of Olden Times.
Miss Constance L. Beers, Portia.
Miss Maud White, England, Miss Mayme Kavanagh, Ireland, Helen McMinn, Scotland, Three in One.
Miss Maud Lanigan, Morning.
Miss Edith Fraser, Granumother.
Miss Gerda McMinn, Farmer's Wife.
Miss Edith Long, Bride.
Miss Mabe O'Donnell, Fairy.
Miss Lulu Richard, Night.
Miss Mayme Michaud, An Old Woman
Miss Mayme Barnard, Market Girl.
Miss Gertrude Barnard, Milkmaid.
Miss Eva Becket, Stars and Stripes.
Miss Irene Legoof, Beggar Girl.
Miss Thompson, Black and White.
Miss Alice Babineau, Mid Winter.
Miss Mina Lawton, Snow Drop.
Miss Hessie Ferguson, Valentine Girl.
Miss Minnie McCafferty, Stylish Old Lady of 1880.
Miss Sadie Michaud, Queen of Hearts.
Miss Ada O'Brien, Gipsy Fortune Teller
Miss Lolie Jardine, Carrie Nation.
Miss Alice Vantour, Forest Nymph.
Miss Ethel White, Milkmaid.
Miss Victoria Cochrane, Japanese Lady.
Miss Ella Kavanagh, Queen of Hearts.
Miss Mayme Fitzpatrick, Hockey Girl.
Miss Isabel Jardine, Indian Princess.

Gentlemen.

C. M. McCann, Canadian Gent.
H. J. Hubert, Indian Navvy.
W. C. Lawry, Yachtsman.
Stuart Demers, Student.
George O'Leary, One of the Irish Guard.
Edward Lawton, Music Teacher.
Charles McLaughlin, Boy Clown.
Malcolm McKinnon, Tired Tim.
Henry Stuart, Sailor Lad.
Evard Graham, Good Night.
Louis Lanigan, Clown.
Fred Irving, The Devil.
H. R. Woods, Weary Willie.
William McKinnon, Soldier.
G. Douglas Street, The Man in Black.
Oswald Halleran, Soldier Boy.
Austin Weeks, Rusk Woods, Bannon Woods, Uncle Sam and Two Colored Assistants.
Edgar Lawton, A Darkey.
Eric Leger, Painter.
Lawrence Davis, Farmer.
Joseph J. Babain, Soldier.
Burke McInerney, A Blue Jacket.
Wm. Murray, Wm. S. Graham, Weary Willies.
Jack Ferguson, Soldier Corporal.
Robert Stewart, Agent for Potato Bug Killer.
Jack O'Brien, The Man Behind.
Richard Robertson, Clown.
Nellie Haines, Music Teacher.
Thomas Long, A. Whaler.
Oswald Mundle, Surprise Soap.
George Fraser, Tramp.
G. McInerney, Man in the Overalls.
James J. Stothart, Summer Sport.
Harry O'Brien, Tramp.
Arthur Blanchard, Rag-time Biddy.
Emile LeBlanc, City Clown.
Jasper Haines, Mounted Police.
Phelous Malonson, Haaligan.
LeBaron Thompson, Farmer.
Lestock Shadwick, Dearie.
Johnson Haines, Little Boy Blue.
Archie Irving, American Sailor.
Richmond N. McBeath, General Wolfe.
August Jensen, Clown.
Frank Haines, Jester.
Roy McGregor, Indian Warrior.
Fred Mundle, Mrs. Jenkins (fresh from the country).
John J. Dickinson, Boy Blue.
John Murray, Hunter.
T. F. Hanagan, A Gentleman.
F. Robideau, Coachman from France.
Albert Kavanagh, A Package of Red Rose Tea.
Chesley D. Buck, E. Gedet, J. Hayes Baird, Three Minstrels.
C. MacLean, Navvy.
A. V. Doyle, Clown.
Dan. McCafferty, Tinsmith.
Allen Irving, Weary Willie.
Edmond A. Cormier, —.
Geo. M. McInerney, Red Cross Nurse.
A. Chadwick, A Native of the North.
Gudlangur Paisen, Yankee Clown.

CASTORIA
For Infants and Children.
The Kind You Have Always Bought
Bears the Signature of Chas. H. Fletcher

Amherst Tenement Damaged by Fire.

Amherst, N. S., Feb. 12—(Special)—Fire did considerable damage today to a double tenement owned by T. J. Copp. The loss is fully covered by insurance.

APPALLING WRECKS ON THE NEW ENGLAND COAST SINCE 1840

Date.	Name of Steamer.	Scene.	Cause.	Lives Lost
1840, Jan. 13	Lexington	E. I. Sound	Burned	140
1872, Aug. 30	Metis	L. I. Sound	Collision	50
1884, Jan. 18	City of Columbus	Gay Head	Ran on Rocks	99
1898, Nov. 27	Portland	Mass. Bay	Foundered in Gale	170
1907, Feb. 11	Larchmont	L. I. Sound	Collision	170 to 230