boats, but no one paid any attention to them, and they were absolutely neglected. I did not see many life preservers around. As I left the ship many were jumping overboard just as the steamer began to slip beneath the waves."

WOULD NOT ENTER BOAT.

Louis McFarlane, a Negro waiter, gave a version of the departure of the captain's boat which was entirely different. He said that when he reached the captain's boat, to which he was assigned, he found Captain McVay there. The captain ordered that the boat be swung outboard, ready to lower, calling to the passengers at the same time to step into it. The passengers 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 became caught, and those in the boat were in danger of being dragged down with the steamer, when Andrew Tobesen, boatswain, who was on the deck, saved their lives by cutting the rope.

"Being a member of boat crew No. 1, the captain's boat," McFarlane said, "I rushed to my station as soon as I found that the ship was sinking. Captain McVay was already there, and shouted loudly to the pasengers, 'Come on, come on,' but it was dark, the electric lights were out, steam was coming up in clouds from below and they would not come to get into our boat. The captain kept hollering 'Come on,' but the steamer was going down very fast, and we lowered away. When the boat reached the water below I was left on the deck, and I had to climb down the side of the steamer to get into her.

"Captain McVay still shouted, 'Come on,' and he refused to leave the side of the Larchmont. We were banging up and down against the guards with every swell, and finally I took the boathook and pushed away. Poor Tebeson did not come with us. As we pulled away Captain McVay turned his head. He could not bear to see the people drown. He did everything to make the people come in our boat, which could hold twenty-five. They seemed afraid to come."

The sailors of the Larchmont were taken in charge by Dr. Haughton, of the United States Marine Hospital Service, and sent to the East End Hospital, the passengers having been sent to the Rhode Island Hospital. Many were in such a serious condition that the amputation of frozen limbs will be necessary.

Captain McVay, when asked about the statement made by Fred Hiergesell, of Brooklyn, said that it was possible that his boat was one of the first to leave the sinking ship. He explained that this was due to the fact that a seaman standing on the hurricane deck cut the davit ropes, but added that after the boat was in the water he remained by the ship until she went down.

David D. Fox, of Bridgeton, N. J., declared that his life and the lives of those who were with him were saved by his faith in God. Mr. Fox was on the same piece of wreckage as the Feldmans. He assured every one that if they would only pray and not give up hope they would be saved. Mr. Fox said that 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.

ONE OF NINE SURVIVED.

Antonio Riezukiewitz, of Central Falls, R. I., entered a lifeboat with eight other passengers, all men. The boat had scarcely touched the water when it turned partly over, throwing all the occupants into the water. All but Riezukiewitz 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 suruface. Riezukiewitz 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 clambered back. Fl-board, and as the vessel steamed out of the harbor those who were left on shore returned to their homes, many of them to recover from the fatigue caused by their long vigil on the beach. The scene of death and suffering seemed to have shifted. The lifesavers returned to their stations, which only an hour before had been filled with the dead and with those few who had escaped with their lives.

MRS. HARRIS FELDMAN.
Of No. 232 East 99th street, one of the survivors of the Larchmont.

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The Kentucky's smoke was still visible across the Sound, however, when a little fishing schooner came hurrying in before the wind with her flag at halfmast. A moment later a second fisherman was seen heading inshore, also flying the signal of death from her masthead. A third schooner and then a fourth sailed in, each with a halfmasted flag. When the vessels reached shore lifesavers and natives were waiting, tired as they were, to care for the dead as they had cared for the living, and to prepare for shipping to Providence the additional victims of the disaster.

So soon as the fishermen were within hailing distance the captains shouted their news ashore. The sea had given up at least a part of its dead, and the seamen had found twenty-two bodies, two of them those of women. The little lifesaving stations were once more turned into morgues. As yesterday, the surfboats were run out and the dead were placed on the floor, side by side, to await the arrival of another steamer to carry them to Providence.

LIFE PRESERVERS ON BODIES.

The bodies brought in this afternoon were, with one exception, fully clothed, and in addition had life preservers strapped to them. This fact leads to the belief that the victims, unlike the others who drifted ashore, had remained on board the ill-fated steamer long enough to fasten lifebelts about them. It is probable that in doing so they died by drowning, and thereby escaped a slow and painful death by freezing.

The day on the island was a trying one for all who assisted in caring for the survivors and transporting the dead. Nearly all those who escaped death were in a critical condition. A night broken by intense suffering from frozen limbs and made terrible by the recollection of the wholesale deaths they had witnessed and had escaped by the narrowest of margins brought little or no peaceful sleep to these survivors.

Lying in the little government lifesaving station, more than one man shuddered and moved on his cot, as if to draw away from the horror which his mind pictured, only to fall back helpless, weak and faint with pain. Even the big lifesavers, not unused to disasters, were moved to tears by the sights ever before their eyes.

CREW BEHAVED WELL.

The story of the horror is relieved by touches of heroism and self-sacrifice on the part of the crew and some of the passengers. Nearly all the surviving passengers agree that the crew and officers behaved well. With the first shock and the inrush of water and escape of steam from the broken main steam pipe Captain McVay realized the scope of the accident. The crew was called to quarters, each man springing to his station as the call to desert the ship was given. Panicstricken passengers, aroused from sound sleep, rushed wildly on deck and mobbed the boats and rafts, men and women fighting each other, forgetful of all but the primal instinct to save one's self. The crew fought off the mob resolutely, though hard pressed, and provided for the women and children first. Some of the male passengers recovered from the first fright and assisted in the work.

Many never reached the deck. They were suffocated below in their quarters by the steam, or drowned like rats in a trap beneath the deck.

Within ten minutes the boats were away from the ship's side just as she settled low in the water, with the waves dashing over her and flooding every available foothold. Cold and high seas completed the work of destruction, and the little band of people who got away from the Larchmont was decimated, and in the helpless drift in the bitter cold it became the old story of the "survival of the fittest."

ONE SURVIVOR OF TEN.

Oliver Janvier, twenty-one years old, of No. nally he dropped into the water in the bottom of the boat and lost consciousness. When he awoke he was at Block Island. Riezukiewitz is now partly insane.

Oscar A. Young, the purser of the Larchmont, was loud in his praise of the crew of the steamer.

A story of father and son sitting side by side in the lifeboat, one of them surviving and the other perishing, was told by James Flood, forty-five years old, of New York. Flood entered a lifeboat, and at his side sat his son Nathan, twenty-four 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. Nathan, however, seemed to be in a stupor, and while the father rowed the son, frozen to his seat, died.

MORE BODIES FOUND.

Twenty-two Carried Into Block Island by Fishing Boats.

Block Island, R. I., Feb. 13.—Block Island had a brief respite to-day from the scenes of death and suffering which followed the collision off Watch Hill on Monday night between the Joy Line steamer Larchmont and the coal laden schooner Harry Knowlton. The survivors of the wreck had been carried to the steamer Kentucky, which took them to Providence for medical treatment. Fifty bodies also were placed on 843 Montgomery avenue, Providence, told of one of the most trying of all the horrible experiences of the survivors. He came to shore in a boat at 7 o'clock yesterday morning, with nine dead, Janvier being the only survivor. Nearly dead himself from cold and exhaustion, he waded ashore in water waist deep at Sandy Point. He said he occupied a stateroom with a companion named Henry Rock, of Jersey City. Rock was on his way from Providence to New Jersey to join his wife. Both men had turned in shortly before the collision. When the shock came Janvier rushed up on deck and found a scene of great confusion. Passengers were rushing wildly about. In contrast, however, the crew sprang to quarters, each at his special lifeboat, at the call of the officers, and by main force kept back the passengers from springing overboard or swamping the boats and rafts as they were lowered. Janvier rushed back to his stateroom to get some clothes, for it was bitter cold, and to see what had become of Rock. Rock seemed to be in a stupor, and when Janvier tried to make him realize their danger the latter, according to Janvier's story, attacked him. Janvier managed to drag his companion, struggling and protesting, out into the passageway of the steamer, and there had to leave him. He sprang into a boat containing seven other men, and they pushed off. Two men were struggling in the water nearby, and Janvier threw a rope to them, hauling them on board. His companions at the oars had scarcely bent to their work again when they heard a woman's cry for help coming over the water. He called to his companions to save her, but so beset were they with their own perils in keeping afloat in the tremendous seas that they refused. After a time they became benumbed from exhaustion and cold, and the oars slipped from their hands and the men dropped to the bottom of the boat and died, while the spray and water that splashed over the sides covered them with a winding sheet of ice. The boatload finally dwindled down to Janvier and one other man. The stranger looked at Janvier with a strange look on his half frozen face.

"This is awful," he said. "I cannot keep up much longer. I am going to end it all now." and drawing a razor from his pocket he cut his throat, while Janvier sat helpless in his seat, powerless to prevent the suicide. Janvier was cared for at the lighthouse, and is in a serious condition from cold and exposure.

LIST OF MISSING.

Names of 122 Who Were on the Wrecked Steamer.

The following is the list, so far as it can be ascertained, of those who were on the Larchmont at the time of the wreck, and are supposed to have been lost with the steamer.

PASSENGERS.

ADELMAN, Nathan L., Livingstone street, Providence; pedler.
BAIMHOLZ, Morris, Boston.
BECKLUND, Miss Emma, Salvation Army, Worcester.
BIGGARD, Robert, No. 157 South Bridge street, Worcester.
BLACKMAN, Miss Anna, Salvation Army, Worcester.
BLACKWOOD, James, Ashton, R. I.; aged forty-five; shipbuilder.
BONCE, Harry, Providence.
BONCE, Jacob, Providence.
BRAUN, Charles, Marion, N. J.
CAMPBELL, John, weaver, Smithfield, R. I.
CARMONTY, Acquit, twenty-one years old, No. 116 Stanton street, New York.
CEDERBOLM, Cadet John, Salvation Army, Lynn, Mass.
CHABOT, James, Pawtucket.
CHRITCHELOW, Evan, Providence.
COHEN, Benjamin, Providence.
CULLEN, Thomas, No. 325 East avenue, Pawtucket; twenty-five years old.
CIPELLA, Angelo, Providence.
CANTI, George, Pawtucket.
CARISSE, Joseph M., Providence.
DERECO, Pretto, No. 40 Hassan street, Providence.
DURMOULINE, Pierre, Woonsocket.
DURMOULINE, Mrs., Woonsocket.
DOVISORSKY, Solomon.
DOVISORSKY, Mrs.
DOVISORSKY, ——, three years old, son of above.
EDELSTEIN, Mrs. Alta, thirty-two years old, No. 16 Anderson street, Boston.
EDELSTEIN, Herman, her eight-year-old son.
FELDMAN, Harry, Providence.
FELDMAN, Mrs. Harry.
FOLABECK, Louis, address unknown.
FRANKLIN, Willard, North Attleboro.
GEARY, Ezra, Pensacola, Fla.
GOLDBERG, Samuel, Brooklyn.
HECKLING, Mrs. Anna, No. 90 Ormsby avenue, Providence.
HECKLING, ——, child of Mrs. Heckling.
HECKLING, ——, child of Mrs. Heckling.
HEDGES, Stephen E., Providence.
HILLGRAN, Captain Olga, Salvation Army, Lynn, Mass.
HULGREN, H., Providence.
HARGRAVES, Charles E., Providence.
HEIDT, Anthony, Providence.
HADLEY, William, Providence.
IANNETTI, Antonio, Providence.
JARELLA, Nicholas, No. 118 Federal street, Providence, musician, aged 21.
JENSEN, Miss Louise, Providence.
JOHNSON, Miss Alma, Salvation Army, Worcester.
KAPLAN, Ephraim, No. 25 East 14th street, New York.
KINNER, D. A., address unknown.
KORAJIAN, Koren, Olneyville, R. I.
KLIMARZEWSKY, Julian, Bowdoin street, Olneyville, R. I., furniture polisher.
LACOURT, Tony, No. 4 Keith's Alley, Boston, bootblack, aged 21.
LEDENDAHL, Captain (Miss), in charge of a Salvation Army corps at Cambridge, Mass.
LEVIN, Ralph, No. 94 Chestnut street, Chelsea, manufacturer.
LEWIS, John, Providence.
LYND, Claude W., Providence.
LYON, Emanuel, New York.
MACKTAZ, Mrs., maid, Woonsocket.
MADDAD, Rosa, Woonsocket.
M'CLOUD, James M., Providence.
M'CLOUD, Mrs. James M., Providence.
M'LAUGHLIN, Frank, No. 19 Moultrie Court, Providence, aged 16.
MICHAILSON, Jacob, Belmar, N. J.
MICHAILSON, Sadie, Belmar, N. J.
MILLIKEN, Frank, Boston, of "The Transcript."
MOLIN, Lieutenant John, Salvation Army, Worcester.
MONK, George A., Woonsocket.
MONK, Mrs. George A.
MOONEY, Fred H., East Providence.
MULLIGAN, Joseph P., No. 262 Mason street, Woonsocket, R. I.
MURFIO, the Rev. Philip, pastor Italian Methodist Episcopal Church, Providence.
MULLEN, Mrs., Providence.
ODIAN Miss Anna, Salvation Army, Worcester.
OLIVER, Samuel, Orange, N. J., hatter, aged eighteen.
OLIBER, Samuel, Orange, N. J.
PAUL, Samuel, Pawtucket, R. I.
PAUL, Mrs. Samuel, Pawtucket, R. I.
PAUL, Pauline, aged 19, daughter of Samuel Paul.
PAUL, Matilda, aged 15, daughter of Samuel Paul.
PERKINS, Robert, Bridgewater, Mass.
PERKINS, R. F., No. 125 Centre street, Dorchester.
PETERS, Miss Jessie, New York.
R. H. PERKINS, 7 Oak street, Providence.
PITTS, J. D., Providence.
PLANTE, George, Pawtucket.
REED, Claude E., Providence.
RICCARDI, ———, address unknown.
RILEY, Frank P., Providence.
ROCK, Henry, New Jersey, of "Pawnee Bill" company.
RUNEBORG, Captain Anna, Salvation Army, Lynn, Mass.
SCHLENKER, C. M., New Britain, Conn.
SCHLENKER, Morris A., New York, toolmaker.
SCHUBERT, James, Pawtucket.
SIEGEL, Mrs. Dora, No. 211 East 99th street, New York.
SELKREGG, Miss Louie, Northeast, Erie County, Penn.
SHAIN, Miss Bertha, No. 16 Anderson street, Boston.
SHUGARMAN, Mrs. Jennie, No. 16 Anderson street, Boston.
SIMONI, Alvin, No. 101 Rich street, New York, aged 30.
STATOLA, Francesco, Palermo, Italy.
STEINER, Benjamin, Providence.
STEINER, H., No. 100 Charles street, Providence.
SWAN, Captain Richard, Salvation Army, Worcestar.
TAITE, Zephas, Providence.
WILSON, Frank L., drug clerk, Providence.
WINNIKER, Benjamin, No. 96 Chelstone avenue, Providence.
ZAROLLE, Nicholas, Federal Hill, Providence, aged 21.
ZARELLA, Nicholas, Providence.
ZUCHENNA, Miss Jennie, No. 16 Anderson street, Boston.

MEMBERS OF THE CREW.

ANSEN, John, address unknown; pilot.
CARROLL, John, Providence; assistant engineer.
CARROLL, William J., No. 79 Carpenter street, Providence, aged 25; assistant purser.
GAY, Robert, Bridgeport, Conn.; engineer.
HERRICK, ——, Providence; assistant engineer.
OSBORNE, ——, Providence; seaman.
SCORGAN, Mrs. Louise, Providence; steward.
SCOTT, John, Petersburg, Va.; aged 30; steward.
SEIBACH, Richard, New York; bartender.
SULLIVAN, Peter, address unknown; fireman.
TCHUKUR, Wolchimin, New York; porter.
WYMAN, George, Taunton, Mass.; pilot.

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Whiskey
Will put new life into you when the Grippe has you in its grasp.
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CROWDS BESIEGE OFFICE.

New Yorkers Seek News of Relatives and Friends.

"The actual number of passengers lost will never be known," remarked Mr. Noble, general superintendent of the Joy Line, late yesterday afternoon, after he had gone over the official report of Captain McVay of the Larchmont. By a comparison of the list on the same night for several weeks, Mr. Noble advanced the opinion that there were not more than one hundred and fifty aboard.

According to Captain McVay's report, the steamer went down in from seventeen to twenty fathoms of water, about three miles east of Watch Hill Light, and about five miles offshore. No effort would be made to raise the vessel, Mr. Noble said. Her valuation was placed at $125,000, covered by a blanket insurance of $40,000.

All day long the offices of the Joy Line, in Catherine street, were besieged by relatives and friends of the missing, and Mr. Noble did all in his power to comfort them. He had them kept informed about the latest news concerning the dead and those who were still living. Captain Grey of the Kentucky telegraphed early in the day that fifty-two bodies in all were aboard the Kentucky.

Among those who called at the offices of the company were Henry and George Seibach, whose brother Richard was a bartender on the Larchmont. His home was in East 18th street, and he had been in the employ of the company six years. Frederick Hiergesell thought that Fred Hierzsell, reported saved, was his son. He thinks the name may have been spelled wrong. His son ran away from home several days ago, he said.

At the home of Ephraim Kaplan, No. 25 East 14th street, it was said that he left New York a week ago to visit his brother, a rabbi, in Boston. The family thinks he must have gone down with the steamer. Nathan Siegel, of No. 211 East 99th street, said his wife, Dora, and his little daughter, Minnie, had been visiting Chelsea for a week and were returning on the steamer. Another anxious visitor was Charles Turnanion, of No. 337 Centre street, West Hoboken. His sister and her husband are reported among the missing. Hiram Woodcock and his wife, of No. 448 Bergen street, Brooklyn, got in yesterday from Providence on the Edgemont, of the same line. Mrs. Woodcock went to Providence about two weeks ago, and while there became ill. The husband hurried to her and had booked passage on the Larchmont for the homeward voyage, and they were about to leave the house on Monday, when Mrs. Woodcock took a turn for the worse and could not travel that night.

A. Simione, reported among the missing, is a driver for the American Ice Company. At the Eastern headquarters of the Salvation Army, at No. 218 East 40th street, it was said no information had been received concerning the six officers of the army known to have been aboard the Larchmont.

Owing to the fact that ten officers and cadets of the Salvation Army, all Swedes, who were bound for New York aboard the Joy liner Larchmont to attend the Scandinavian congress of the Army, perished in the steamboat disaster, the session held last night in the new barracks of the Eastern Scandinavian Conference, 40th street and Third avenue, was turned into a memorial meeting. Commander Eva Booth, head of the Salvation Army in America, presided and made an address, her reference to the heroism and faith of the Army victims of the disaster leaving many of her hearers in tears.

Miss Booth read a cable dispatch from General Booth, who is now in Stockholm, Sweden, awaiting an audience with King Oscar, and a telegram from Commissioner Thomas Coombs, who has charge of the work of the Army in Canada. The dispatch from General Booth follows:

Your telegram respecting Larchmont disaster only just received. Greatly distressed appalling news. Desire to express sympathy with you. Anxiously awaiting further particulars.

Miss Booth, who had planned to speak in an entirely different vein, said in part:

This is the greatest calamity that has ever befallen the Salvation Army in the entire world. Never have so many lives of Salvationists been lost in a disaster before. Our people have been in earthquakes, shipwrecks and explosions before, but never have we suffered so great a loss. I feel confident that thousands of people will sympathize with us.

It will take only a little while longer until messages like these will be flashed from all over the world. The Salvation Army is one people, and when a heavy blow comes upon the Scandinavians of America it is a sorrow to comrades the world over.

INVESTIGATION PLANNED.

Inspectors to Find First Which Vessel Was at Fault.

New London, Conn., Feb. 13.—United States steamboat inspectors of this district have begun an investigation of the collision in which the steamer Larchmont was sunk off Block Island. The investigation comes within the jurisdiction of the New London district, and not the Providence district, as previously reported, as the collision took place west of Point Judith, which marks the eastern boundary of the New London inspection district.

Inspector W. E. Withey has instructed the captain and members of the crew of the schooner Harry Knowlton to be ready to meet him to accept service of subpœnas to appear in this city to-morrow morning at 11 o'clock and give evidence at a preliminary hearing. This hearing will not be for the purpose of fixing the blame for the accident on any single officer, but to determine just how the accident happened and which vessel was at fault. The fixing of individual blame for the appalling loss of life will come later.

Washington, Feb. 13.—George Uhler, supervising inspector general of the steamboat inspection service, to-day sent telegrams to the government inspectors at Providence and New London, Conn., instructing them to interview the survivors of the Larchmont-Knowlton wreck to ascertain if the steamer Larchmont was provided with the equipment required by law.

WEDS IN SPITE OF LOSS.

Paul Starts to Get Parents' Bodies After Ceremony.

News of the death of his father, mother and two sisters in the sinking of the steamr Larchmont on Monday was brought to Phillip Paul a few minutes before the time set for his wedding to Miss Ray Cohen at her home, No. 776 DeKalb avenue, Brooklyn, on Tuesday. Although prostrated by the news, Paul and his fiancée decided not to postpone the ceremony, which had already been delayed once.

Elaborate preparations had been made for the wedding, and Mr. and Mrs. Samuel Paul and their daughters telegraphed their greetings from Providence before they boarded the Larchmont. A month ago the wedding was postponed by the death of the bride's father.

After the ceremony the bridegroom started for Providence, where he will try to identify the bodies of his parents and sisters.

THREE GREAT TRAINS DAILY
TO THE
BEST OF WINTER RESORTS

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H. C. Cheyney, General Agent.
C. & N.-W Ry., 461 Broadway.

M'VAY BLAMES SCHOONER.

The Larchmont's Captain Tells of Struggle in Icy Gale.

[By Telegraph to The Tribune.]

Providence, Feb. 13.—A representative of "The Providence Journal" was among those to greet Captain McVay on his arrival here to-day, and the captain told again the story of the collision. Captain McVay was emphatic in placing the blame on the schooner, and says that she was thrown into the wind in such a manner as to make it impossible for the Larchmont to avoid the collision. He was corroborated by Stables, the quartermaster, who was in the pilot house at the time.

"I went into my room to retire a little before 11 o'clock," said Captain McVay. "I was in my berth, but had not fallen asleep, when several short, sharp blasts were sounded on the steamer's whistle. I hurried into the pilot house and saw a schooner within a biscuit's toss of us on the port bow. She was in the wind and appeared to be under little control. She had not lost headway, however, and in another moment she crashed into us, driving well into the Larchmont's side, just forward of the paddle-box.

"When I saw that every one was making ready to make his escape as quickly as possible, I went to my boat, which was hanging on the davits ready for lowering over the side. I took six of the crew and four passengers aboard and looked around the deck to see how the other boats were coming along. I could see no confusion.

"The Larchmont had settled almost to the water's edge when we left her. As she sunk there was a big swirl in the water like a whirlpool, and then we pulled away, with the wind blowing in such a direction that I figured we would reach Block Island sooner than any other point. It was next to impossible to go in any direction save with the wind. One reason why we had so few passengers in our boat was that the boat was hung on the davits on the windward side of the steamer, while the passengers had nearly all gone to the leeward side of the vessel to gain shelter from the gale. We tried to get around on the other side of the steamer, but this was not possible. After the steamer sank we saw four other boats not far away, all with many persons aboard.

"The pain from our frostbitten hands and feet was almost unbearable, and the men were hardly able to row. Their hands were curved over the handles of the oars, and were practically frozen stiff in that position. They rowed more like automatons than like men, and occasionally one of them would look wildly about.

"STEAMER REFUSED AID."

Haley Swears Unknown Vessel Was Near Scene of Wreck.

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

I was sitting in the cabin, when I heard the mate say 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 side 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 steamer lengths away. As the steamer shot across our bow she blew a whistle, and in from four to six seconds we were together. We struck him about in range of his galley, carrying away all our 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 him. 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.

MAY USE GUNCOTTON.

Suggestion That It Would Force Bodies from Wreck of Steamer.

Newport, R. I., Feb. 13.—The United States Lighthouse Steamer Cactus returned here to-night from a trip to Watch Hill and Block Island, where she cruised about in search of bodies and dangerous wreckage from the steamer Larchmont. Captain Sherman, the commander of the Cactus, reported that nothing was seen of the Larchmont wreck except a long spar.

Should the wrecked steamer prove to be a danger to navigation, it has been suggested that guncotton torpedoes, of which there is a supply at the torpedo station here, may be used with the double object of blowing up the wreck and bringing to the surface any bodies which may be contained in it.

Captain H. M. Knowles, superintendent of the 3d District of the United States lifesaving stations, telephoned from Narragansett Pier to-day that Captain Haley and crew, of the schooner Harry Knowlton, were still at Quonochontaug station awaiting the arrival of the owner of the schooner from St. John, N. B. In the mass of tangled rigging in the bow of the schooner to-day were found miscellaneous articles which had been raked from the galley of the Larchmont. These articles included pots and kettles, the cook's memorandum book and a suit of underwear which had probably been drying over the cook's stove.

It was thought to-day that the Harry Knowlton, which is still on the beach at Watch Hill, would be saved by lighterage, unless the sea increased greatly in violence.

CONSIDERED LARCHMONT STANCH.

Former Commander Says Bulkheads Were Useless Because of Point of Collision.

St. John, N. B., Feb. 13.—Captain Allen, now in command of the Eastern liner Governor Cobb, was for nine years master of the Larchmont, when she was known as the Cumberland.

"I considered the Larchmont one of the ablest side-wheelers of the coast service," he said to-day, "and one of the safest sea boats engaged in passenger traffic. She was carefully designed, and it must have been only by the merest chance that such a disaster occurred. Forward of the engine room are two airtight compartments, while another was located aft, either of these sections being sufficient to prevent the sudden sinking of the vessel. But fate decreed that the Knowlton struck amidship, crushing into the engine room, and this of course rendered the safety compartments absolutely useless. There could be no possibility of making the compartments serviceable when the steamer was struck in such a place. A variation of twenty feet either way would have enabled the Larchmont to remain afloat until shore was reached.

Winter suit gone!
Winter overcoat gone!
Not ours by a long shot, though they're most all reduced to a point where they're going fast.
ROGERS, PEET & COMPANY.
Three Broadway Stores.
258 at Warren st. | 842 at 13th st. | 1260 at 32nd st.

GLUTEN BREAD
THE FIRST MADE IN AMERICA (1875). THE BEST MADE ANYWHERE
Health Food Co., 61 5th Av., N.Y.
Some unprincipled Bakers attached the word to their harmful stuff and we rechristened our superior bread
GLUTO-SAC
81 Mt. Prospect Av., Newark.

EVERY APPLIANCE for comfort and convenience in the Modern Bath-room may be found at the new show-rooms of the Meyer-Sniffen Co., Makers and Importers of Fine Plumbing Fixtures, 11 West 36th St.
(Opposite Gorham's)

EDUCATOR CRACKERS
Headquarters for New York at
325 Madison Ave., near 42d St.

Enameled Steel Cooking Utensils
Guaranteed to be absolutely free from poisonous composition, safe to use, and will last for years.
LEWIS & CONGER
130 & 132 West 42d Street, and 135 West 41st St., New York.

PATTERNS FOR WARSHIPS BURNED.

Fire in Cramps' Shipyard, at Philadelphia, Causes Almost Irreparable Loss.

Philadelphia, Feb. 13.—An almost irreparable loss was sustained by the William Cramp & Sons' Ship and Engine Building Company in a fire at its yards to-day which destroyed the pattern shops and two storage rooms. At least three-quarters of the company's patterns were burned, according to the superintendent, among them being those of the United States battleships Pennsylvania, Colorado, Tennessee, Maine, Alabama, Iowa, Massachusetts and Indiana. Patterns for a number of vessels under construction were also lost, and work on them will be delayed.

The fire also destroyed the headquarters of the Ship Calkers' Association and the home of Julius Gaulsch, and damaged many small dwelling houses. Several firemen were hurt by falling walls while fighting the flames. The loss is estimated as between $100,000 and $150,000. The origin of the fire is not known.

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Special Demonstrations
of the new
"THEMODIST"
TO-DAY AND TO-MORROW
10 to 12 A. M. and 3 to 5 P. M.

THE THEMODIST is the latest and most remarkable improvement in Piano-player construction yet produced. It brings out the theme or melody and subdues the accompaniment, thus supplying the one need hitherto existing in all instruments of this class.

The "Themodist" is exclusive with The Pianola and Pianola Piano.

Owing to the great public interest taken in this revolutionary invention special demonstrations of the "Themodist" will be given at Aeolian Hall to-day and to-morrow. The merely curious as well as intending purchasers are cordially invited to attend.

The AEOLIAN CO., Aeolian Hall, 362 5th Ave., near 34th Street, New York