

PORTLANDS POST

MISSING STEAMER WEST DOWN WITH ALL ON BOARD.

NINETY-NINE PEOPLE PERISH

NEWS BROUGHT BY SPECIAL TRAIN FROM CAPE COD.

Thirty-four Bodies Had Been Recovered up to Monday Night—List of the Passengers and Crew—Many Other Details.

HIGHLAND LIGHT, MASS., Nov. 29.—(Delayed in transmission.) The steamer Portland, of the Boston and Portland line, has been lost on Cape Cod with all on board. The life saving men, through a blinding storm, yesterday morning at 6 o'clock, heard the distress whistle of a steamer and last night at midnight the body of a man was found on shore. On the body of the man was a life belt marked "Steamer Portland, of Portland." A gold watch in his pocket had stopped at 10 o'clock. This man was well dressed, wore black clothes and tan shoes, had light hair and mustache, and a piece of card in his pocket bore the words, "John W. Congress street, Portland."

The body of a large woman, without covering of any kind, washed ashore at Fiddlers river, but there was no means of identifying it. It is believed that the steamer Portland was disabled by the storm at 10 o'clock last night, being unable longer to hold up against the gale, and drifted on to Peaked hill bars and went to pieces. No part of the ship has drifted ashore, and it is not known just where she struck. Boxes of tobacco, clothing, cheese, oil, etc., have been washed ashore, also life preservers marked with the words "Steamer Portland."

BOSTON, Nov. 28.—A special to the Herald from North Truro says the steamer Portland, of the Boston & Portland Steamship Company, plying between Boston and Portland, was totally wrecked at 10 o'clock Sunday morning off Highland light, and the entire crew and passengers—ninety-nine persons in all—perished within a short distance of land. A large quantity of wreckage, including trunks and material, have come ashore, and at dark last night thirty-four bodies had been recovered from the surf by the life-saving crew at High Head station. One body was that of a woman.

The news of the disaster was brought to the Herald through the agency of a special train, as communication to Boston is shut off.

Following is a partial list of the passengers said to be on board the Portland when she sailed from Boston Saturday night: Oron Hooper, H. True Hooper, Isiah Frye, Miss Ruth Frye, Miss Maud Frye, Miss Maud Symms, Miss Elizabeth Symms, Theodore Allen, Miss Allen, Miss Cole, of Springfield, Mass.; Fred Sherwood, Miss Ross, Miss Edna McCredie, C. F. Wilson, of Bethel, Me.; Hon. F. Dudley Frothingham, D. Getchell, of Boston; J. Wood Holmes, Miss Helen Langthorne, Miss Emma L. Plimpton, of Charles River; G. W. Cole, Miss Burns, Charles Wiggin, M. C. Hutchinson, Miss Hutchings, Mrs. George O. Chickering, of Weymouth, Mass., and sister, Mrs. Wheeler of South Weymouth, Mass.; M. L. Sewell, of Portland; Fred Sherwood, of Portland; Charles H. Thompson, Mrs. William Chase and child, Woodford, Me.; William Chapman and Master Philip Chase, of Easton; Mrs. J. A. Carroll, of Lowell; Miss Jennie Edmunds, Marion Street, Easton; Mrs. Anna Rowan, Portland; Mrs. B. Kennison, Jr., Booth Bay, Me.; Mrs. J. Jackson, wife and child, of South Weymouth, Mass.; Mrs. E. Merriman, of Portland; child of Charles H. M. Woodson, of Woodford, Me. The passenger list given above numbers 111. The crew numbered forty-eight.

The crew as far as can be ascertained is as follows: Captain, Hollis H. Blanchard; pilot, Lewis Strout; second pilot, Lewis Moore; purser, F. A. Ingraham; clerk, George Moore; mate, Edward Quering; second mate, John McKay; deckmaster, John Dyer; quartermaster, E. Peterson; helmsman, R. Blake, T. Sewell, G. Whittier, D. Williams; first engineer, Thomas Merrill; second engineer, John Walton; third engineer, C. Merrill; steward, A. V. Andrews; second steward, Eben Horton; cook crew, J. Daly, G. McGilvray, A. Shonk, James Davidson, Peter Collins, Morris Graham, Cornelius O'Brien, D. Bruce, Martin Barron, Richard Hartley, George C. Foley, F. M. Leighton, Charles J. A. Hillon, J. E. Fennell, fireman, H. Carter, fireman, W. J. Dougherty, fireman, H. Johnson, fireman, J. E. Mately, fireman, W. B. O'Neil, fireman, J. W. O'Neil, fireman, Johnson, Arthur Johnson, Lee Forman, George Graham, — Gatlin, Samuel Smith; Head Saloonman, Latimer, Barber, Comer, Stewart, Mrs. Carrie M. Harris, Mrs. M. Berry.

The Portland was built in Bath, Me., in 1890 and was a sidewheel steamer of 1,317 tons net burden. Her length is 230 feet, beam, 42 and depth 15 feet. She was valued at \$250,000 and fully insured.

BOSTON, Nov. 29.—A report received here to-night from the southern end of Cape Cod that the steamer Gate City has been wrecked on Peaked Hill bar.

PROVINCETOWN, MASS., Nov. 29.—Two bodies that came ashore at Highland light, and are supposed to be from the Portland, have been brought here. One is that of a well dressed man with light hair and mustache, height 5 feet 9 inches, weight 150 pounds, light hair, about 5 feet 9 inches tall.

Dr. Maurice Richardson, of Beacon street, this city, was at his summer home at Wellfleet during the storm and corroborates the early accounts of the loss of the Portland, for he saw the bodies washed ashore and on them were life preservers marked with the vessel's name. Dr. Richardson was on the first train from Cape Cod which arrived in this city late to-night.

"I saw two of the bodies picked up," said Dr. Richardson. "One was probably that of a deck hand, a man of about 20. He had on a life preserver marked 'Portland.' The other body was that of a stout woman. She wore a life preserver with the steamer's name on it. Wreckage is coming ashore for fifteen miles along coast. I picked up three piano keys and a piano case ashore but of course do not know they were from the Portland." Among the

Wreckage was a large quantity of furnishings washed in red plush. There were also cases of lard directed to Portland.

"I was fifteen miles south of Highland. There is nothing in the fact that wreckage was found so far south to contradict the report that the Portland struck off the coast of the Portland, for the current runs south along the shore.

"I heard one theory advanced that the Portland had foundered far to the north, somewhere near Cape Anna, and that all the wreckage and bodies had drifted across the bay to Cape Cod."

In addition to two bodies, Dr. Richardson brought news that at Orleans the body of a girl about 20 years of age was found. She had a gold watch and a ring marked "G. E." Her watch stopped 9:17. There are three bodies at Nauset, eight at Orleans and twenty-eight at Truro and Wellfleet. The double wheel of the Portland came ashore at Orleans.

The passing of the steamer Portland is the most terrible account of ruin and death that has been known since the loss of the steamer Portland, with all on board, nearly 100 souls, over shadows all the graveyard of the coast, the treacherous Cape Cod, has claimed its victims. Miles and miles of coast line are piled high with wreckage, most of which is ground so fine by the waves that identification of helpless craft is impossible.

As the fury of the winds was as great as on the bleak sand hills which mark the cape, it will be many hours before all places are heard from. Telegraph wires are down and railroads cannot break out of the snow drifts and this feature is distressing, as much suffering from cold and hunger must ensue among the poorer people in the nearby hamlets.

WIND BLEW NINETY MILES AN HOUR ON BLOCK ISLAND AND FOURTEEN VESSELS WENT ASTRAY.

PROVIDENCE, R. I., Nov. 29.—The gale at Block Island was the worst ever known by any persons now living here. The wind blew ninety miles an hour, when the receding instrument measured 98,000 feet. The force of the gale seemed to increase after that. Fourteen craft went ashore in the harbor and many wrecked fishermen took refuge in the life saving station.

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A POLITICAL PLOT

BLOODSHED AT A CHICAGO REPUBLICAN CLUB MEETING.

RIVAL FACTIONS CLASHED

PITCHED BATTLE WHEN ONE FACTION DEMANDED ADMITTANCE.

One Man Instantly Killed and Three Others Wounded—Outsiders, With Drawn Revolvers, Stormed the Hall and Firing Was General.

CHICAGO, Nov. 29.—An attempt to break up the annual meeting of the Eighteenth Ward Republican Club at Bricklayers' hall, at Peoria and West Monroe streets, this evening, resulted in the death of one of the attacking party, and the wounding of several of those who participated in the fight.

Charles Lattimer, a bricklayer, was instantly killed. The wounded are: William Mahoney, policeman at the Desplains street station, shot in both arms and in the side; shot over.

John W. Landers, laborer, finger shot off. John Prince, janitor of the building, shot in the right arm.

The club held its annual election to-night, and there was much rivalry between factions, headed by Coroner Berz and John Rogers, an ex-member of the city council, over the election of officers.

Sometimes ago it became known among the Rogers sympathizers that the Berz faction intended putting through its ticket.

It was then decided to ignore the regular convention and to elect officers by force. Accordingly a meeting of the Rogers supporters was held this evening and it was decided to visit Bricklayers' hall and demand representation.

The meeting accordingly left the Rogers club and marched to Bricklayers' hall. The greater number of them remained in the street, but "Butch" Smith, Frank Matka, William Haines, George Callahan and others entered the hall.

Stories differ as to what followed, but the members of the Berz faction in the hall, and the two police officers who were stationed at the door of the room in which the meeting was being held, assert that the men of the Berz faction entered the room up the stairs, holding revolvers in their hands. Officer Maloney commanded them to halt, but they paid no attention to him and just as they reached the door someone fired a shot which killed one of the Berz men.

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His companions continued to fight only a short time, and then fled down the stairway. At the first shot a crowd of the Berz faction came pouring from the hall, intent upon attacking the intruders, but the fight was broken up by the police, who were called in by the Rogers sympathizers.

The story told by the Rogers crowd is that Lattimer was knocked at the door, and he was instantly killed. He attempted to fight his way out, but was shot down, and the body was found in the street.

A wagonload of officers was quickly at the door of the hall, coming from the city hall, and the fight was broken up. The bodies were promptly sent to the morgue, and the bodies of the men who were killed were taken to the morgue.

A HALF DOZEN GIFTS.

Dainty Bits of Fancy Work Which Are Easily Made and Cost Little Money.

From the Philadelphia Press.

Things military in effect will be conspicuous in the decorations of the Christmas season. The soldier brother is again at home in making for his room a scrap basket fashioned from a drum, just such as the boys of the army use.

At the top, so it will just peep over the edge, while the quilting of red, white and blue ribbon.

Loops of the same ribbon are put at intervals of an inch or so, and the ends of the ribbon are put at intervals of an inch or so, and the ends of the ribbon are put at intervals of an inch or so.

A photograph screen is a pretty thing to make. To make this a tall narrow picture screen, use a wooden frame, ribbon or pockets, whichever one may call them, may be put across the top of the screen.

Another nice Christmas gift screen that will be useful in the library is made from a wooden frame, ribbon or pockets, whichever one may call them, may be put across the top of the screen.

To Make Toothsome Hot Tamales. From the Ladies' Home Journal.

To make hot tamales, scald a quart of good Southern white cornmeal. Do not thicken it with water, but use only the corn husks and several husks torn into narrow strips like ribbons. Have cooked thoroughly, and chop fine.

From the Ladies' Home Journal.

I do wish that our men and boys would not lounge outside of their clubs or bed-chambers. The habit is not only discourteous, but it is exceedingly bad for the lungs. A center rush on a football team, a foot race, or a game of basketball, is a parlor like an invalid, like the girls sit in many a study during the day.

From the Ladies' Home Journal.

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CATTLE FEEDING.

How It is Generally Done in the Middle West by Successful Men.

W. S. Hannah, of the Kansas City stock yards, in treating on this subject, in the National Review, says:

"There are but few sections of the country in which pasturing of one kind or another is not plenty, and it is through this source that the farmer should first find a profitable outlet for his surplus of food."

"A good bunch of 'coming 2's,' on strong half-feed of shock corn with hay, can afford to winter on a farm, and will go to grass in the spring in good flesh and fat on pasture to profitable advantage nearly any year in any section of the territory this article reaches. In fact one of the most successful stockmen of my acquaintance handles his cattle in this way. He does not confine himself to steers, however, for he keeps a number of cows, from which he calves calves, and disposes of the dry cows off of the grass. If fleshy enough, especially if a little aged, or somewhat fat, he calves calves, and disposes of the dry cows off of the grass. If fleshy enough, especially if a little aged, or somewhat fat, he calves calves, and disposes of the dry cows off of the grass.

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