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11 O'CLOCK

NEW YORK, MONDAY, FEBRUARY 22, 1904.

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## DROWN IN STORM AS LIFE-SAVERS BATTLE IN VAIN

Two Ships Driven Ashore Almost In Sight of New York—Only Two of the Crew of Seven on the Cromwell Saved, Though Brave Men Work for Hours to Reach Them.

FOR HOURS THE RESCUERS FOUGHT WITH WIND AND WAVES.

Crew of Seven of the Olive T. Whittier Are Saved from Death by Lifeboat at Long Beach, N. J., Station, but the Vessel Is Going to Pieces in the Treacherous Surf.

The Benjamin C. Cromwell, from Charleston, S. C., laden with pine and bound for Halifax, grounded on a bar off Bellport in the fog at 4 o'clock this morning. She withstood the battering of the sea for six hours, when she went to pieces, and five members of her crew who had been lashed in he rigging were swept away in the wreckage.

The drowned sailors were: Capt. Harvey McLean, of South Portland Me.; Mate John McComber and Joseph Peters James Hal and George Phillips, seamen.

Neal McLeod and Samuel Oleson, both seamen, were rescued

All along the Long Island and New Jersey coasts the life-savers had burned Coston signals in an effort to warn vessels away from the ice-rimmed shores. The boom of signal guns warned the Bellport life-savers of the distress of a ship on the outer bar. These signals continued for two hours before a rift in the fog revealed the stranded ship. She was an eighth of a mile off shore. A high southeast wind was blowing, the sea was filled with ice and great waves were crashing over her deck. lashed in the tops.

LIFEBOAT DASHED TO PIECES.

As soon as the position of the schooner was made out the life-savers launched a lifeboat. Attempt after attempt was made to get the boat beyond the line of breakers that piled up on the shore. The first boat put out was smoshed by a great cake of ice. Again and again the life-savers dashed through the waves with their boats, only to be beaten back.

Aid was summoned from the Eastport and all neighboring life-saving stations. As soon as the air cleared sufficiently an attempt was made to get to the doomed sailors with a breeches buoy.

Fifteen lines were shot out to the stranded schooner, but the gale whirled them back. One line that grazed the rigging of the mizzenmast was reached for by a seaman, who lost his hold and tumbled into the waves. He was mate of the ship.

Soon those on shore could see the stays of the foremast flapping loose. Two men were wound in the rigging supporting this mast. One huge wave that swept over the bow tore her loose and she crashed over the side, hearing the sailors tangled in her rigging. A few minutes later one of these men was seen floating on a piece of the shattered mass. He was swent along by the breakers to within a hundred yards of the shore, where the life-savers managed to reach him with a line and drag him to safety. He was only able to tell that the mate had been drowned, when he lost con-

By 10 o'clock the schooner was breaking up fast. Her mainmast and mizzenmast were supported by but single stays. They went down together, carrying four men with them. Three disappeared instantly from sight. The remaining seaman floated within reach of the life-savers on a piece of on, and won the next time out in the the mast to which he was lashed.

TRAGEDY ON JERSEY COAST.

The schooner that was cast upon the bar off Beach Haven, N. J. was first seen through the fog at 7.30 o'clock. But a faint outline of her was visible to the life-savers of Ship's Bottom and Beach Haven, who were patrol-

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They could make out that she was breaking up under the terrific blows the heavy breakers. The Beach Haven and Ship's Bottom life-saving october 191, Walkden, 8 9 300 100 Start good. Won driving Time-1.08 4-5.

Time after time they dashed into the surf with their boats collected. ling the shore. of the heavy breakers. The Beach Haven and Ship's Bottom life-savingcrews immediately made attempts to launch lifeboats, but were unsuccessful. Time after time they dashed into the surf with their boats, only to be beaten back. Cakes of ice made their efforts extremely perilous.

Finally they gave up all hope of launching the boats and trained the guns on the wreck, but just after one line had been shot out, falling far short, the fog closed in more thickly, hiding the vessel from view. The life-savers continued shooting lines to the schooner, however, for an hour. None of the lines was caught by those on the stranded boat.

The life guards at the Long Beach station finally managed to get a boat out to the schooner, and with great difficulty got off her crew of seven men. She is the Olive T. Whittier, Capt. Whittier, bound from Crandall to New York with a cargo of pine boards. Her home port is Pottland, Me., and her owners are Chase & Llevett. She was built at Rockland, Me., in 1891, is 562 tons gross, 152 feet long and 35 feet beam.

The crew were lashed to the rigging when the life-savers took them Overha off. All were suffering from exposure. The schooner is hard aground and great seas are breaking over her. Wrecking tugs put out to her assistance after the fog cleared, but because of the shallow water and heavy surf were unable to reach her with a line. She will become a total wreck.

LIFE SAVERS LOSE THEIR LIVES.

Two men were lost by the steamer York Castle which arrived here today from Delagoa Bay, in an attempt to give aid to the disabled schooner Willie L. Newton, passed about two hundred miles southeast by south of Sandy Hook.

The schooner had lost her rudder head and the York Castle stood by send her aid. In lowering away a boat the falls became jammed and five on were tumbled into the sea. Two disappeared from sight and the remaindrest three were rescued with difficulty. The two men drowned were Chief licer Turner and Carpenter Gray, both of Sunderland, Hingland.

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Officer Turner and Carpenter Gray, both of Sunderland, England.

RUSSIAN ARTILLERY BEING RUSHED TO THE SCENE OF HOSTILITIES. ABOUT TO CROSS A FROZEN LAKE IN MANCHURIA.



EVENT AT NEW ORLEANS At Odds of 5 to 1 He Romps Home in Front of Mauser and Tribes Hill in

the Race for the George Washington

RACE TRACK, NEW ORLEANS. Feb. 22 .- As soon as Leander Sire learned that his trainer, James Devlin, had been accused of doping Clangor Ancke and other horses which have been racing here this winter in the name of S. V. Abel and Co. he went to the stew ards and requested them to sift the

Handicap.

the last two races of Floral King, a prominent candidate for the Crescent City Derby. He was beaten off at odds D. 3.

spent the morning investigating the

FIRST RACE.

Five and a half furlongs. Start good. Won driving Time—1.08 4-5. Mammon and Tom O'Dny made the early running, showing the way to the top of the stretch. Lella was rated in third place to that point and Robbins took her around the outside on the far turn and hooked up with Martina at the eighth pole, when Mammon and Tom O'Day, let go, The pair fought it out to the end, Lella getting her head in front in the final strides, Mammon finished staggering in third place, three lengths back.

SECOND RACE. Six furlongs

Half mile THIRD PACE,

#### THE WINNERS.

FIRST RACE-Lella (8 to 5) 1 Maritana (5 to 2) 2. Mammon 3.

SECOND ACE-Our Lillie (18-to

matter to the bottom. The stewards 5) 1. Bronx (3 to 1) 2, Lady Free Knight 3.

.THIRD RACE-Arch Oldham (1 to 2) 1, Dixie Lad (10 to 1) 2, Isabella

1) 1; Mauser (10 to 1) 2; Tribes Hill his mental condition.

FIFTH RACE-Gravina (7 to 10)

SIXTH RACE—Redman (7 to 5) 1 Arachue (3 to 1) 2. Lady Radnor 3.

safe, chasing the winner home from the three-eighths pole. Isabella D. was slow to get going and had to close a big gap to drop into third place in the final six-

For Plain, 164, Livitin. 6, 1957 1, 1959 1, 19

Siarters, whis, locks, St.Hif.Fin. Str. Pl.
Gravina, 106, Liv't'n. 1 112112 3-5 1-3
Bud Fmbry, 101, Travers 2 21225 9 2
Emigre, 101, Nicol. 4 55 55 8 5-2
Velos, 103, Calvit. 5 35 4 8 8 8-3
Lingo, 101, Ruter. 6 44 5 15 4
Charles D. 102, 30st. 7 7 6 100 30
Medel, 107, Fuller. 3 6 7 25 8
Start good.

CRANK CARRYING PISTOL

House Door as He Sought the Presi- who are leaving by the wholesale. Suez, Egypt, Feb. 22.—The Russian transports Orel and Sme dent to Learn Why His Letters Had Not Been Answered.

Relgar, a crank, carrying a loaded re- him and when he appeared to-day he volver and giving his address as No. 271 South Clark street, Chicago, was ascertain why his letters had not been arrested at the White House to-day answered. FOURTH RACE-De Reszke (5 to and locked up pending an inquiry into

> Relgar evidently is of unbalanced the President suggesting that people a dealer in wood should be named without a dealer should be named wood, a carpenter should be named Saturday night and engaged.

Carpenter, and so on.

He says that the present scheme of naming people has caused a war among the files which may be ended only by the adoption of his suggestion. For many weeks the Secret-Service ested in patent devices.

WASHINGTON, Feb. 22.-Edward officers have been on the lookout for was promptly placed in custody.

Relgar desired to see the President to When he was searched a pistol fully

loaded and a box or cartridges were found in his pockets. The officers had no difficulty in get mind. He has written many letters to ting him away from the White House He was taken to Police Headquarters. 1, Bud Embry (8 to 1) 2, Emigre 3. be named in accordance with their where he was turned over to the au-

> An examination of his effects disclosed copies of several letters he had written to the President and some documents indicating that he was inter-

## JEFFRIES WILL FIGHT NEW CHAMPION

of him not wanting to fight during the summer months. Delaney further stat ed that Jeffries and himself would be on hand to see the battle and that beto hand to see the battle and that beto find the would be to fight the winner in one, two or three mooths, but not later than the last week in Mey.

clation are making elaborate preparations for their tenth annual ball at Ter-race Carden to-morrow evening. The organization is composed of hotel and club superintendents and stewards.

Without Morphine or Opium.

# AGAIN SHELLED BY JAPS' FLEET

News Comes from Tokio that the Squadron Under Vice-Admiral Togo Has Renewed the Bombardment of the Russian Stronghold, but Details of Battle Not at Hand.

**BRITISH SHIP IS CAPTURED** BY THE RUSSIAN SQUADRON.

Rosalie, from Cardiff to Vladivostok, Seized by Flotilla at That Place—Japanese Steamer Was Sunk by the Same Vessels -Snowstorm Prevents Bombardment of Hakodate.

(By Associated Press.)

TOKIO, Feb. 22.-It is reported here that Vice-Admiral Togo has again attacked Port Arthur. It is impossible to confirm the statement, but the Navy Department says it has had no news from Togo to-day. It is considered veryproba ble that the Vice-Admiral has made another attack on the Russians, as he is engaged in blockading Port Arthur,

### BRITISH SHIP CAUGHT BY THE RUSSIAN FLEET

LONDON, Feb. 22.-The owners of the British steamer Rosalie, Cast. uch, from Cardiff, Nov. 22, for Vladivostok, and which sailed from N saki Jan. 18, have been notified that she has been captured by the

NAGASAKI, Feb. 22.—The steamer Stolberg has arrived Vladivostok with twenty white foreigners, 1,500 Chinese and fifty Japanese. She brings in addition forty survivors of the Japanese steamer Nakonours Maru, which was sunk by the Russian cruiser squadron from Vladivistok on Feb. 11. Two of these men were drowned during their transfer to the Russian ships. The survivors were well treated and provided with return

The Vladivostok squadron intended to bombard Hakodate, but a snowstorm prevented the vessels from entering the straits of Tsuruga. They intend to make another attempt to reach Hakodate in March with the e torpedo boats and an armed transport. The civ Stopped by Secret Service Men at White ivostok had been ordered to leave owing to the scarcity of food, as the Government is taking everything available. Panic has seized the Chinese,

> which recently traversed the canal, bound for the Far East, returned here to-day and entered the canal, on their way to Port Said.

### RUSSIAN DEFEAT NOT CREDITED BY HAYASHI

LONDON, Feb. 22.—Baron Hayashi, the Japanese Minister here, discredits the report that 2,500 Russians have been killed in a battle of the outposts on the Yalu River. The story was circulated on the authority of a despatch printed in a Paris newspaper and it has grown in volume as it

Baron Hayashi says there is no Japanese force in that vicinity large nough to inflict such a loss.

The only naval development Baron Hayashi expects in the near future a possible attack on the Japanese fleet by the powerful Russian torpeds flotilla at Port Arthur and hitherto unused. On the Japanese side, except possible actions against the Russian Vladivostok Squadron, the Japa Minister does not look for developments at present, believing that Admiral Togo will be satisfied to keep the disabled Russian squadron prisoners at Port Arthur.

The Minister credits the Russians with having barely 100,000 troops

### KNOCKED DOWN BY CLYDE LINER IN TROUBLE AT SEA

ries, who came all the way from Cali- of Philadelphia, won the racquet cham- rushing fire engine on its way to a fire steamship Comanche, of the Clyde line,

The members of 'he Stewards' Asso- has a large family dependent upon him. As the tender passed over his body two firemen jumped from the cart and went to assist Andrews. They with Policeman J. A. Williams carried the un conscious man into the Nelson Hotel. He was taken to the Hudson Street Hoepital, where the surgeons found him suffering from severe injuries to the left side.

CHARLESTON, S. C., Feb. 22.-The is reported in distress a few miles of shore near the mouth of the harbor As far as her signals can be read she has lost her rudder.

The agents of the Clyde line said late this afternoon that they had received a despatch from Charleston saying that the Comanche had been sighted off the Charleston bar, signalling for assistance, as she had lost her rudder. The Comanche left New York last Frie

day, carrying 170 passengers. All of her passengers were New Yorkers. She was due in Charleston yesterday.

Bronchial Troubles are often permanently sured by Piso's Cure for Consumption, 25c.