STORM'S FURY

Hundreds of Vessels Lost on the Atlantic.

Known Dead on New England's Coast Exceed Seventy.

Casualties May Go Beyond One Hundred and Forty.

SHORES PILED WITH WRECKS

Big Pilot Boat Lands on a Ruined Cottage.

Five Men Imprisoned in the Deer Island Lighthouse.

Four Deaths in the Vicinity of Vineyard Haven, Mass.

HEROIC WORK OF LIFE-SAVERS.

From Penobscot to New London the Bones of Various Craft Line the Beaches—Interior Country Suffers Embargo on Railroad Traffic.

[ASSOCIATED PRESS NIGHT REPORT.]

BOSTON, Nov. 28.—It is known definitely tonight that more than seventy lives have been lost in the wrecks of tugs, schooners and coal barges during the storm of Saturday night and Sunday morning, and if the steamer Portland has also gone down, as now seems possible, the list of casualties will rise to a hundred and forty, with over one hundred vessels of all descriptions ashore, two score of them total wrecks and an unknown number probably beneath the waves of Massachusetts Bay.

There is scarcely a bay, harbor or inlet from Penobscot to New London that has not on its shores the bones of some staunch craft, while all along Massachusetts Bay, and especially Boston Harbor, the beaches are piled high with the wreckage of schooners and coal barges. The record, although hourly lengthening, is still incomplete, for that ocean graveyard of Cape Cod is still to be heard from.

The annoyance and inconvenience of the railroad and street-car embargo, covering the whole of Southern New England, sunk into insignificance before the story of destruction wrought by wind and wave, yet it will be many a day before the full import of the disaster is known or even realized.

The islands of Boston Harbor are, without exception, strewn with wrecks and wreckage; no less than twenty-nine vessels are ashore at Gloucester; over twenty in the supposed safe harbor of Vineyard Haven parted their anchor chains yesterday, and are high and dry on the beach. Nantasket Beach saw two schooners and a coal barge dash to pieces on its sands; the rocks of Cohasset claimed a staunch fisherman; Scituate, a well-known pilot boat; Manchester, a down-east lumberman, while one tug and three barges known to have been between Cape Cod and Boston, are unaccounted for and probably are lost. The upper harbors of Boston, Plymouth, Salem, Portsmouth, Portland and other places, where vessels were supposed to be comparatively safe, were the scenes of numerous collisions between the ships and the wharves.

Every life-saving crew performed deeds of heroism in rescuing crews from stranded vessels, and tugboat captains risked life and property in their endeavors to save life.

PENNED BY PERIL.

[ASSOCIATED PRESS NIGHT REPORT.]

SALEM, Nov. 28.—Schooner Bertha A. Gross carried 260 tons of stone. She encountered the gale off Cape Ann Saturday evening, and finally struck on the rocks near Fresh Island, which is some distance off Manchester. She was soon a total wreck. The captain and his son and aged father were swept overboard and drowned. The other two members of the crew, Neil McDonald and Hezekiah Robbins, managed to reach shore on House Island. This is a barren place with no shelter, and the shipwrecked men were forced to remain there until help reached them this morning. Persons on shore saw the sailors, and put off in boats. Both McDonald and Robbins were nearly dead from exposure and hunger. McDonald's feet were frozen, and he is in a critical condition.

Among the tugs which started down the harbor as soon as daylight came, was the police-boat Guardian, which last night was caught in the thick weather off Deer Island, while endeavoring to ascertain the meaning of distress signals flying from the lighthouse. She made for the beacon which marked the inner harbor chan-

net again this morning, and with a tossing sea and strong incoming tide, tried to answer the signals. Finally it was learned that the lighthouse had no fresh water, for the heavy seas had broken in the bulkheads and spoiled the water stored there. There were five men in the lighthouse. The two boats which usually hang from the davits had been splintered by the force of the waves, and the sea was dashing over the lighthouse with such force that there was not little hope of reaching there.

Beyond Deer Island lies the big Wilson liner Ohio, and the steamer C. A. White of Taunton, ashore on Spectacle Island. It is a matter of surprise to harbor pilots how the Ohio reached her present berth. She stands up boldly without the semblance of a list on a hard gravel bottom, in water which at flood tide this morning hardly came to the level of the propeller shaft. That she should be in such shallow water is due to the fact that the tide in which she went ashore was fourteen feet above the usual flood tide. With her powerful screw churning the mud and several powerful tugs straining at hawsers over her stern at flood tide, today, there was no tremor of the vessel toward the open water. According to some of the wrecking masters, the only way to save the liner is by dredging a channel from the Ohio to deep water, but even this must be done quickly, as another gale would do incalculable damage.

The White evidently lies on rocks, and while she could be pulled into deep water, her cargo would scarcely keep her afloat.

Leaving Spectacle Island astern, a sorry sight presented itself. Three-masted schooner Calvin F. Baker on Sheg Rock, midway between Boston light and the Brewsters, where the deep sea rollers reel in. Apparently the craft, which is fast going to pieces. The mainmast has been whipped out and hangs dangling over the side, supported by the tophamper of the other masts.

From this wreck the two mates were taken off by the steamer Bald Head from across the bay at Hull. It was daybreak when the Baker was seen, and the lifeboat was sent out on its mission. The pull was a hard one, but finally when the wreck was reached three bodies were seen lashed aloft. Two of them were secured and life was found in them. The other had been frozen stiff to his lashings. The survivors and the body were taken to Hull. In the red light of dawn the beach at Hull, just behind the Hotel Pemberton, that the tragedies occurred. The old salts of Hull say that in fierceness of the storm nothing like it was ever kept that the sea did not go so high, the wind was stronger.

In the fury of the storm yesterday two big newly-built barges of the Consolidated Coal Company, Nos. 3 and 4, were dashed to bits in an instant. Two men, James Cash, Allen, were drowned and two drowned. On the shores stood scores of men who were ready to risk their lives to save those who were on many of the vessels in the offing, driving to destruction.

Capt. James of the life-saving crew was there with his men. He said the wind was from fifty-five to sixty—fast enough could find room in the boat to row against the wind. Out of the driven, snow came the dim outlines of the barges. Then the forms of five men discernable on the deckhouse. With a mighty crash as it came down on a receding wave, barge No. 3 struck the shore, and was crushed and thrown into fragments which the waves in another minute cast upon the shore.

In that instant five men escaped the impending death, for the deckhouse split in twain, the deckhouses slid off toward the shart into the surf and at the same time men on shore with lines about them waded into the surf and pulled out the sailors. A moment later barge No. 4 came ashore and was ground up by the waves. Soon after this another wrecking steamer came in this morning. It was seen that both the Abel C. Babcock and the Samuel W. Tilton had been wrecked. No sign of the crew of either could be found.

Another terrible scene was that at Thompton's Island, where the city's reform school is situated. Against the wharf were driven four or five vessels, each of which, at the time the storm broke, was anchored miles away, and each a long way from the others. An idea of the force of the wind is shown in this instance, for after drifting across the bay, one after another brought up against the pier, one being driven entirely out of the water. The craft are the Virginia, of which barely a vestige is left; the Watchman, the Sarah Ann and the Fred Emerson. The last three are one great heap of timber and rigging mixed with débris from the Virginia. Two lives in all were lost, that of Capt. William B. Stanley, the captain's son, was washed ashore and resuscitated.

Of the other wreckage, the most singular is that of the two barges on Rainsford's Island. She has gone straight on against a promontory of rocks, and there seems little chance of her getting off. Her consort, a big barge, was easily floated this afternoon.

Other evidences of the storm are to be found on every headland, and in nearly every cove numberless and nameless wrecks, all snow and sleet-covered, are piled high. It will be some time before all the vessels which fared ill Sunday can be accounted for, and some, perhaps, never will be, so thoroughly have the wind and the waves done their work.

PILOT BOAT'S GRAVE.

[ASSOCIATED PRESS NIGHT REPORT.]

SCITUATE (Mass.,) Nov. 28.—The big pilot boat Columbia of Boston is piled up on Minot's. A wrecked cottage, broadside on, dismasted and a total wreck on the beach here. It is feared that all on board were lost. One body, that of a man apparently 30 years old, was found in the hold, but a diligent search failed to show any others.

It is thought that the craft was boarded in the storm, though none of the beach residents saw her strike. She was in charge of Boatkeeper Henry Peterson, with a crew of three men and a boy. The mate, cook and steward had taken the outer station for the week with several pilots on board. Peterson was returning to this port with Columbia, Pilot Boat Capt. Abbott aboard the Ohio, which dragged ashore on Spectacle Island.

Mrs. Wilbur of Rainham was drowned here Sunday, while trying to escape from her summer cottage. Her body was washed ashore and picked up in the street.

The life-saving crew reports the wreck of a large barge at Ahumacock Beach. It is thought to be the derelict L. Zenner of Boston. No trace of the crew has been found.

Sixty cottages at Sand Hill were totally destroyed. A vessel with one mast standing was sighted ashore at the Brant dock.

VINEYARD HAVEN WRECKS.

[ASSOCIATED PRESS NIGHT REPORT.]

VINEYARD HAVEN (Mass.,) Nov. 28.—The fierce northeast storm which struck this port Saturday night and continued all day Sunday with great velocity swept out of existence a large fleet of sailing vessels which anchored off this port to escape the fury. It is known that at least four men have perished, and it is probable that as many more have lost their lives.

Twenty-one schooners, nearly all heavily laden, and one parkentine, are ashore. Four schooners, now lying at anchor, are totally dismasted: two others were sunk, and one bark is resting on the bottom entirely submerged. Many other vessels are battered and partially stripped of their rigging.

Sunday was the most severe day that Vineyard Haven has known for forty years. A large fleet of coasting schooners from St. Johns and other parts in the east sought safe shelter in the harbor yesterday afternoon. The crew climbed into the rigging. A volunteer crew of skilled boatmen proceeded to the rescue, towed by the tug Lockhart. They succeeded with difficulty in saving the mate and two seamen, but Capt. Nelson was washed from exposure before succor came.

The schooner Leora M. Thurlow of Bath, Me., Capt. Roberts, bound from Hallowell, Me., with a cargo of stone, struck on the south side of the harbor yesterday afternoon. The crew climbed into the rigging. A volunteer crew of skilled boatmen proceeded to the rescue, towed by the tug Lockhart. They succeeded with difficulty in saving the mate and two seamen, but Capt. Nelson was washed from exposure before succor came.

The schooner E. J. Hamilton, Capt. Soule of Bridgeton, N. J., bound from Perth Amboy, N. J., with a cargo of coal, was driven ashore on a flat near the head of the harbor where she now lies with deck submerged. Capt. Soule and his crew were rescued after much difficulty by volunteer crew from the shore.

More than twenty other vessels of considerable size are either driven ashore or badly damaged, and it is feared that at least half a dozen lives have been lost in this section. The volunteer life-saving crew from this port saved fifteen lives. Eight or nearly fifty sailors who had come ashore from their abandoned craft were cared for by the villagers.

STEAMER PORTLAND MISSING.

[ASSOCIATED PRESS NIGHT REPORT.]

BOSTON, Nov. 28.—The manager of the Boston and Portland Steamship Company stated tonight that there are grave doubts as to the safety of the steamer Portland, which sailed from here Saturday night. No word from harbor between here and Portland on the north shore has been heard from, and one on the south shore, and in no case has the steamer reached the only safe standing harbor which she could have reached is Provincetown, on Cape Cod, and news from that point is anxiously awaited. If she is there no word can reach that port by wire. She carried sixty-five passengers and a crew of fifteen men.

Not until daybreak did the awful havoc wrought by the storm in Boston Harbor and vicinity become apparent. Each shore has a scene caused such destruction of property and loss of life as near the city. The tugs that started early today to explore the harbor and render assistance where it was needed, found a condition of affairs unprecedented in the marine history of Boston. On every shoal and reef in the harbor was found some wrecked craft, over which a heavy sea broke, crashed, carrying the vessel higher up on the shore or slowly grinding it to fragments. Many wrecks were covered with ice, and this and the fury of the terrific sea was running made it impossible to learn their names.

The surging waters also prevented any attempt to recover bodies which are to be in some of the wrecks, and it is probable that it will be several days before a complete list of those lost can be obtained. At Hull two more two barges and two schooners went ashore, more than a dozen bodies were visible in the surf, but it was impossible to get at them. At Sheg Rocks, between Boston Light and the Brewsters, where the schooner Calvin F. Baker was ashore, the sailors were taken from the rigging by the life savers, nearly exhausted, and the dead body of another was recovered. Three others from other vessels were drowned, but their bodies could not be recovered. The list of the dead as far as reported is as follows:

From the schooner Calvin F. Baker, ashore near Boston Light, three sailors drowned, names unknown; also steward of this vessel, frozen in the rigging. First mate and cook were saved.

From the schooner Abel C. Babcock, wrecked on Hull Beach, entire crew, supposed to number nine men, lost; names unknown.

From the schooner Samuel L. Tilton, wrecked near the Babcock, all hands lost. It is supposed that there were four men on this vessel.

From the schooner Virginia, ashore on Thompson's Island, Boston Harbor, two lost, Capt. Stanley and Seaman Farmer, names unknown, of Mt. Desert, Me.; William D. Stanley, son of the captain, was saved from this wreck.

From barge No. 4, Consolidated Coal Company, ashore at Hull Beach, entire crew, supposed to number five men, lost.

From an unknown schooner, ashore at Nantasket Beach, entire crew lost. It is supposed that there were five men on this ship.

From the schooner Gov. Ames, in Boston Harbor, ashore, Edward Proffet, washed ashore and drowned.

The vessels totally wrecked, are as follows:

Schooner Calvin F. Baker, from Philadelphia to Boston, with coal, Capt. Meginthin.

Schooner Abel C. Babcock, Philadelphia for Boston, with coal, Capt. Babcock.

Schooner Samuel W. Tilton, laden with coal, ashore and bound from a southern port for Boston.

Schooner Virginia from an eastern port, with wax, bound for Boston, Capt. Stanley.

Schooner Watchman of Calaisst, Serapbina (British) of Parrsboro, N. S., and Fred St. Emerson of Bowes Bay, Me., all with miscellaneous cargoes from eastern ports.

Schooner C. H. Hopkins of Boston, unloading stone at Fort Warren, sunk at the wharf.

Three two-masted schooners, names unknown, ashore at Paddocks Island.

Schooner Lizzie M. Harding of Boston, wrecked at Long Beach.

Three small schooners, names unknown, ashore on Moon Island.

Schooner Ida M. Webster, cargo and destination unknown, ashore off South Boston.

Schooner F. H. Woodside, Capt. McLaine, from Norfolk for Boston, cargo piling, ashore off Hull.

Schooner Lucy Belle from Sullivan, Me., for Dorchester, in South Cove, Boston Harbor, ashore.

Steamer John J. Hill of Hillsboro, N. S., for New York, ashore at Atlantic.

A Reading coal barge was ashore on Rainsford Island, but floated at high tide.

Two unknown schooners and two unknown coal barges, ashore off Commonwealth docks, Boston Harbor.

A partially dismasted schooner, name unknown, ashore at Nantasket.

A two-masted schooner, name unknown, ashore at Harrison's square.

William steamer from Hull, Eng., for Boston, with miscellaneous cargoes, at Spectacle Island, Boston Harbor.

Ocean tug Tamaqua, towing coal barge, from Philadelphia to Boston, ashore on Rainsford Island.

OFF DELAWARE BREAKWATER.

[ASSOCIATED PRESS NIGHT REPORT.]

PHILADELPHIA, Nov. 28.—The steamer Orion, which piles between Boston, Newport and Norfolk, arrived at the Delaware Breakwater today and reports that the barge Ocean Belle which, together with the Enos Soule, was in tow of the Orion, had been anchored and was abandoned in a sinking condition, ten miles south of Winter Quarter Shoal. The crew was saved. The Enos Soule also broke adrift, and the Orion is now searching for her.

A dispatch from Delaware Breakwater brings the news that the schooner William M. Wilson from Philadelphia, for Norfolk, which sprang a leak yesterday about four miles out to sea, was abandoned by her crew and sank today in five fathoms of water. The Wilson was loaded with coal.

ROOSEVELT SNOWED IN.

Rough Rider Organizes Foragers and Heads a Charge.

[BY DIRECT WIRE TO THE TIMES.]

NEW YORK, Nov. 28.—[Exclusive Dispatch.] Roosevelt got snowed in east of New London, in Connecticut, yesterday and led a charge through snow, in which De Wolf Hopper, Maud Adams and a score of other theatrical folks were followers. The tough fight has been to Boston, where he lectured Saturday night, and the late train which he boarded ran into a snow drift.

When hunger came Roosevelt organized a foraging party and despoiled all the farmhouses in the neighborhood. He and Hopper cheered the crowd with stories, and when it was learned that the steamer could be caught at New London, Roosevelt offered to lead the volunteers through the snow, a mile, to town. They had to cross a high trestle, which quaked in the wind, and Roosevelt made a heroic figure supporting pretty Maud Adams across the bridge. New York was reached this morning.

AT FAR AS NEBRASKA.

[A. P. EARLY MORNING REPORT.]

OMAHA (Neb.,) Nov. 28.—Snow has fallen throughout the whole State. The indications for winter wheat are very much improved as a result of this condition.

EASTERN LONG ISLAND.

[ASSOCIATED PRESS DAY REPORT.]

NEW YORK, Nov. 28.—Points in Eastern Long Island, which have been cut off from railroad communication with the city since Saturday's storm, are still without train service and the present prospects are that it will not be cleared until tomorrow. The towns in Suffolk county, east of Babylon, have had no train service since Friday evening. The Montauk line of the Long Island Railway is open to Babylon. From Babylon to Greenport, a distance of fifty miles, no trains are running and none is promised by the railroad before tonight at the earliest. There are two trains stuck in snow drifts between Greenport and here were caught on Saturday night. One is on the Montauk division, between Bayshore and Islip. The other is on the main line between Islip and what was at Farmingdale. There were but few passengers and the railroad officials had them cared for in hotels. The thermometer at that point registered zero and were caught on Saturday night. One is on the Montauk division, between Bayshore and Islip. The other is on the main line between Islip and what was at Farmingdale. There were but few passengers and the railroad officials had them cared for in hotels. The thermometer at that point registered zero and the snow and wind became so blinding that at a distance of seventy miles from port the vessel was slowed down and hove to until 5:15 p.m. This was continued until 5:15 p.m., the vessel was anchored outside the bar. The Furnessan had to face the gale, as did also the Bretagne, but the latter reached the strength of the gale as 12, the highest the Beaufort scale gives. Both, however, came along without any difficulty, as they were running near the end of the storm.

Trains from the west on all lines entering Jersey City are reported to be hours behind late. This is true of the Pennsylvania, the Lehigh Valley, the Baltimore and Ohio, and the Erie. The train from Chicago, which left the N. Y. H. and H. Railroad, due here at 6 a.m., yesterday, reached the Grand Central depot twenty-five hours late. The passengers suffered greatly from cold and hunger.

A small tonnage schooner is sunk just east of Barker's Bluff, L. I., she is clearly visible with out of the water at low tide, but fills at high tide.

THE JOHN J. HILL.

[ASSOCIATED PRESS DAY REPORT.]

QUINCY, (Mass.,) Nov. 28.—The three-masted steamer which went ashore during the recent Balloon Week here yesterday, is the steamer John J. Hill, bound for Hillsboro, N. B., from New York. She was anchored in the Neponset reach when the storm struck her. She dragged her anchors and was gradually driven before the terrific gale until she struck the shore and is apparently not damaged. The John J. Hill was engaged in the piassaw trade. She registered 947 tons and was built in 1892 at Marine City, Mich. She hails from Port Huron, Mich. The crew is safe.

NINE VESSELS LOST.

[ASSOCIATED PRESS EARLY REPORT.]

GLOUCESTER, (Mass.,) Nov. 28.—Nine vessels were lost in the blizzard near this port, but nothing could be learned this morning as to the loss of life. It is believed that the crews in charge all took craft escaped. Nearly all the vessels lost were fishermens.

SNATCHED FROM DEATH.

[ASSOCIATED PRESS DAY REPORT.]

SALEM (Mass.,) Nov. 28.—Two members of the crew of the schooner Bertha A. Gross, from Deer Isle, Me., were rescued from the rocks off Manchester today, nearly dead, having been without food or shelter for thirty hours. From them it was learned that the schooner was lost on the rocks near Fresh Island Saturday at midnight, and Capt. Wallace Thurston, aged about 70 years, and his son John perished.

SCHOONERS STRANDED.

[ASSOCIATED PRESS DAY REPORT.]

WASHINGTON, Nov. 28.—Chief Kimball of the life-saving service has received a telegram stating that the schooner Ivey Bell from Boston to Bristol is stranded near Jerseyman Point, N. H. The crew of four was saved by the life-saving crew. The vessel is said to be a total loss. Another telegram, states that the three large Champion and the schooner C. J. Willard are ashore in Quarry Bay, Maine. The Champion will be a total loss. The crew are safe.

Canal From the Great Lakes.

WASHINGTON, Nov. 28.—An effort will be made by parties interested in lake transportation to have the Anglo-American commission take up the project of the canal for joining the great lakes and the Atlantic. This project has been favorably reported upon by a deep-water commission, authorized by Congress and appointed by the President. While this established the practicability of the canal, the present international relations existing between the Anglo-American commission of a plan of action by which work will be actually began.

Sale of Blooded Horses.

NEW YORK, Nov. 28.—The sale of blooded horses was continued at Madison Square Garden today. Lena N., b. m., said to be the fastest pacing mare in the world, 2:07¼, from Sidney-Rose Benton, property of Andrew McDowell, Pleasanton, Cal., was sold to J. H. Shults, Parkville, L. I., for $5500.

The Paris correspondents of the London Standard says it is probable that the former commercial relations between France and the United States will be restored without treaty modifications.