WARNING NOTE



FISHING FLEET STORMBOUND AT T WHARF.

Hurricane is Coming.

Signals Ordered Displayed

New Haven to Boston.

One Wreck Already Reported.

Sch Flo S. Mader Went on Dog Bar Breakwater---Mountainous Sea is Reported Running Outside Boston Light.

The local weather bureau has received the following from Washington:

"Hurricane warnings are ordered displayed from New Haven to Boston. Notify all interests affected.

"Frankenfield."

The most severe storm of the winter is sweeping the New England coast today, and it is feared shipping will suffer considerably, as the blizzard was practically unheralded.

In the early morning hours it was blowing at the rate of 35 miles an hour out in the bay, but toward noon the velocity of the wind increased perceptibly until it reached nearly 50 miles per hour. A mountainous sea was running outside Boston light, and the blinding snow made it impossible to obtain an observation seaward.

The storm has placed an embargo on all outward-bound shipping, and many vessels scheduled to leave this morning are held in port, as it was deemed hazardous to attempt to conduct them through the tortuous Narrows.

Among those detained are the British steamers Keemun for New Orleans, Janeta for Savannah, Ulstermore for Baltimore, Inchdune for Hull, Eng, and the German steamer Artemisia for Hamburg via Baltimore. The Virginian for London and the local steamers which are scheduled to leave this afternoon will not venture seaward unless the gale moderates and the weather clears.

Among the early morning arrivals were the steamer Grecian, Capt Briggs, from Philadelphia; Seaboard, Capt Kirby, from New York; Gov Dingley, Capt Dennison, from Portland; City of Gloucester, Capt Ober, from Gloucester; Standard Oil company's tug No. 2, Capt Lennon, from Bayonne, with the barges Nos. 55 and 61, with oil in bulk; tug Tacony, Capt Ritson, from Philadelphia, with the coal-laden barges Strafford and Brockton, and the tug Spartan, Capt Chandler, with the barges Saucon, Franklin and Kimberton, also with coal from Philadelphia.

Steamer Juniata, Capt Bond, from Baltimore and Norfolk, came in during the thickest of the storm and reached her berth at Battery wharf without mishap.

A number of foreign steamers were fortunate in reaching a safe anchorage at quarantine before the storm broke, and they are still anchored below. They are the British steamers Olivemoor, Capt Jones, from Newcastle, Eng, with 4065 tons of coal for the Boston & Maine railroad; Leuctra, Capt Grant, from Liverpool, with 4146 tons of coal for the elevated railroad; Brantwood, Capt Hastie, from Cardiff, with 4880 tons of coal for C. H. Sprague & Son, and the Borderer, Capt Dalton, from Belize, with a cargo of mahogany.

The steamer Penobscot from Bangor, which left Rockland at 8 o'clock last evening, and was due here this forenoon, sought shelter in Portland harbor at 3 this morning, where she will remain until the storm abates.

The floating coal tower Joel Cook, owned by the Metropolitan coal company, lies sunk at the company's dock, Congress st. She is equipped with valuable machinery and is used in discharging coal cargoes from steamers. At the time of the accident she had on board 400 tons of anthracite coal from the British steamer Matteawan, which she was to transfer to the coal pockets on the pier. The rough sea caused her to spring aleak, and, despite the efforts of her own pumps to keep her free, she filled and sank. Arrangements are being made to raise her, but the task will be a difficult one. It will be some days before she can be lifted from the bottom.

The hurricane warning displayed by the weather bureau at noon was the signal for all vessels anchored in the harbor to run out extra ground tackle in anticipation of an increase in the force of the gale.

The fleet anchored in President and Nantasket roads and in Lightnouse channel are all riding safely with both anchors out. Every precaution has been taken by the masters of vessels lying in exposed positions to guard against dragging.

The gale resulted in an unusually high tide this afternoon, and the marsh lands contiguous to the Mystic and Charles rivers were flooded.

The water was even with the caplogs of some of the piers along the water front.

At noon the wind was blowing from north-northeast with thick snow, while off cape Cod a northeast gale with heavy rain prevailed.

SCH FLO S. MADER WRECKED

Went on Dog Bar Breakwater—Crew of Seven Rescued by Dollivers Neck Lifesavers.

GLOUCESTER, Dec 5—The 38th wreck is piled upon the uncompleted Dog bar breakwater at the entrance to Gloucester harbor.

The schooner Flo S. Mader, Capt Mader, of Mahon Bay, N S, bound from Prince Edward Island to Boston, with a cargo of 5070 bushels of potatoes, while seeking harbor during the blinding northeast storm which prevailed, went ashore on the substructure of the breakwater at 4:30 this morning.

She was discovered through the vigilance of the patrol of the life-saving station across the harbor at Dolliver's neck. Capt King and his watchful crew immediately went to their assistance in the lifeboat and rescued the men from their perilous position.

The schooner went ashore about 700 feet from the lighthouse tower of Eastern point, on the submerged portion of the structure, which, as has been pointed out repeatedly in the Globe for several years, is a distinct menace to navigation. Thirty-four wrecks have been piled up on it in the comparatively few years it has been under construction.

The Dog Bar breakwater extends nearly to Round rock, right athwart the mouth of the harbor. The substructure, as it is called, is the submerged portion which lies across the entrance to Gloucester harbor, where shipping is constantly passing.

The captain and crew, comprising seven men, were saved. The vessel is now high and dry on the breakwater. The plan is to throw overboard the cargo in order to save her. If this can be accomplished in the next six hours, the craft may be floated.

The Mader is six years old, of 99 tons, and was built at Mahon Bay. She is uninsured, but the cargo is insured. Light keeper Baily of the Eastern point lighthouse, rendered valuable assistance.

The crew consisted of Capt David Mader, Joseph Levy, Charles Winters, Edward Wednzel, Edmund Deal, Percy Winters and James Ernst.

The schooner was successfully floated at noon by the aid of the tow boats Nellie and Priscilla which hauled her off into deep water. She was towed to the inner harbor at Gloucester. The cargo is practically intact.

CLEAR WEATHER TOMORROW

Forecaster Smith Says We Will Have It Much Colder When the Storm is Over.

After the storm is over it will be much colder, says John W. Smith, the local forecast official of the weather bureau. Mr Smith thinks by tomorrow, with a clear sky, the temperature will drop probably as low as 15 degrees.

The snowstorm commenced at 4 this morning in Boston. It reached other portions of New England about the same hour.

This storm is no insipid article either on land or sea. It is of unusual intensity, and developed great energy during the early morning. It extends over a large section of the country, from Virginia to the St Lawrence, and in the northern lake region west of St Paul and Duluth. It is central off the coast of New Jersey today.

The disturbance was noticed in the gulf Tuesday, where it was wind and rain. It has since moved up the coast and, with the wind blowing from the north 34 to 40 miles an hour, it is particularly disagreeable offshore. There are high winds and gales along the coast. Mr Smith considered the storm so dangerous to shipping that yesterday he sent out three warnings.

At 9 a m yesterday he sent a warning of the approaching storm to all the ports on the coast of New England; he repeated it at 3 p m and sent another message at 9 p m. The shipping men had ample information of what was coming.

Snow will continue to fall during the day, but it will clear in the night.

There was quite a drop in the temperature this forenoon, indicating the rapid approach of colder weather. At 8 o'clock the weather bureau thermometer registered 32 degrees and at noon it read 25 degrees.

IN GRASP OF STORM.

New Yorkers Face Wind Blowing Great Guns—Surface and Elevated Car Travel Very Slow.

NEW YORK, Dec 5—New Yorkers awoke today to find the city in the grasp of the first real wintry storm. The wind was blowing great guns. A mixture of snow and sleet was falling, and the streets were one vast pool of slippery slush. The surface cars were moving at a snail-like pace, sometimes having to stop between the blocks for the rails to be swept clear of the slushy mixture. Pedestrians turned up their collars and tucked their heads down to avoid the blinding substance that was blown in their faces.

The first warning of the storm came early last night, when the temperature began to drop and a high wind arose. Between 2 and 3 o'clock this morning the sleet began to play a lively tattoo on the windowpanes, and by daylight the surface of things was covered with a crust of ice. The fall of sleet lasted

Continued on the Fifth Page.

BOOKCASES.

We hear much in these days about practical gifts. You, no doubt, have often thought that a bookcase would be useful and acceptable to the recipient, but you have been somewhat handicapped by the price.



At this point we are able to help you. Our line starts at **$4.50**, and we show a large number of samples ranging up to **$50.00**.

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THE DIPHTHERIA EPIDEMIC.

The Action of the Health Board in Closing School.

The action of the board of health in closing the Somerville school because of the prevalence of diphtheria confirms the recent article in reference to this disease, in which it was said: "Scrape the throat of almost any person and the bacteria or germs of diphtheria are found." But children and older people are not taken down with the disease if they are in good health, with fighting power in the system to overcome the disease germs. If the little one is thin and pale, and the system weak, the germs grow and diphtheria develops. It can be avoided by the use of Father John's Medicine, which is invaluable for growing children, and in croup and all throat and lung troubles. Its wholesome ingredients nourish and build up the body. It contains no poisonous drugs.

Falling Behind.

It's a mistake to neglect weak lungs and bronchial troubles in the summer. Feeding the nerves and tissues with Father John's Medicine right along is what cures consumption—builds up weak and run-down systems, too.

Father and Son.

E. C. Troughton of Cleveland, Ohio, says that he and his son find Father John's Medicine all that is claimed for it. Cures asthma, bronchitis, consumption. Not a patent medicine.

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