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LINER SUNK AT SEA
Steamer Larchmont Ramm- ed Off Block Island.
SHIP THAT HIT HER ALSO SANK
En Route to New York, a Hundred and Fifty Perish.
BODIES INCASED IN ICE DRIFT IN

Joy Line Boat, With Over Two Hundred Passengers, Left Providence, R. I., at 7 o'clock Monday Evening and at 11 o'clock Watch Hill, Came in Collision With the Schooner Harry Knowlton, Which Afterward Headed For Quonochontaug and Sank Near That Port—The Steamer Went Down Within Half an Hour, Carrying Along With Her the Largest Part of Her Human Cargo.

BLOCK ISLAND, R. I., Feb. 13.—A marine disaster with an appalling loss of life and entailing suffering almost beyond the limit of human endurance, came to light when a lifeboat of the Joy line steamer Larchmont, bound from Providence to New York, drifted into Block Island harbor.

In the boat were several bodies of men who had died from the effects of long hours of exposure to a death dealing temperature. In the boat also were eleven men whose suffering was so intense that they seemed oblivious to the fact that death was in their midst and that they had escaped only by virtue of their ability to withstand the rigor of zero weather in an open boat at sea.

The boat brought a tale of disaster that has rarely been equaled in New England waters, and it is believed that when the final count is made it will be found that not less than 150 lives were lost. Following closely in the wake of the solitary lifeboat came bodies cast upon the beach by angry waves. Then came lifeboats and rafts. Each of them bore their burden of grim death as well as a load of suffering humanity, and each brought a tale of horror, of suffering and of despair.

Owing to the condition of the survivors of the tragedy it was impossible to get from them an estimate of the loss of life. Anywhere from seventy-five to 150 persons went to their death, and at a late hour last night it was believed that the latter figures are nearer correct than the former.

The steamship officials estimate that about 150 passengers and a crew of fifty were on board the steamer when she left Providence. Forty-three bodies reached the shore, and nineteen were alive when taken from the lifeboats. Taking the estimated figures of the steamship officials as a basis, there are still 138 persons to be accounted for. The only positive evidence of the steamer's victims is lying at the bottom of Block Island sound. The list of passengers and crew handed to the purser just before the steamer left Providence was locked in a safe, and it was not recovered.

master pointed out a three masted schooner sailing eastward before a strong wind.

The schooner, which proved to be the Harry Knowlton, coal laden, from South Amboy for Boston, had been bowling along on her course when she seemed to suddenly luff up and head straight for the steamer. Again several blasts were sounded on the steamer's whistle, the pilot and quartermaster at the same time whirling their wheel hardport in a mad endeavor to avert a collision.

But as the Larchmont was slowly veering around in response to her helm the schooner came on with a speed that almost seemed to equal the gale that was pushing her toward Boston. Even before another warning signal could be sounded on the steamer's whistle the schooner crashed into the port side of the Larchmont, and the impact of the big vessel was so terrific that the big clumsy bow of the sailing craft ate its way more than half the breadth of the Larchmont.

When the force of the impact had been spent the schooner temporarily remained fast to the vitals of the steamer, holding in check for a moment the rushing water. But the pounding sea soon separated the interlocked vessels, and as they backed away the water rushed into the gaping hole in the steamer's side with a velocity that could only mean the doom of the passenger vessel.

There were no water tight compartments to be closed, and therefore the rushing flood could not be confined to the damaged section, and it poured in over the cargo and down into the hold. As the water struck the boiler room great clouds of steam arose and the panic stricken passengers, many of whom had been thrown from their bunks when the collision occurred, were at first under the impression a fire had broken out on board.

Unfortunately the point of collision was in that part of the steamer where was located the signaling apparatus connecting the engine room with the pilot house. Captain McVey, standing in the pilot house, could not communicate with his subordinate officers below decks and therefore was unable to determine the extent of the damage. The quartermaster was hurried below to make an investigation.

westward of the point where the steamer went down, and every boat immediately headed for that place. But the boats were heavy, and the men at the oars were weak. A fifty mile gale blew on their backs as the men strained at the oars covered oars in a hopeless endeavor to overcome the handicap against which they were struggling. The boats and rafts soon became separated, and the only details of the terrible disaster which could be learned here were given when Captain McVey's boat came ashore. Not a man on board was able to walk. Their feet were frozen so badly that the life savers carried the survivors bodily to the below the station.

Captain McVey was so overcome by the enormity of the disaster that for a time he was unable to give a lucid account of what had happened after the ship had gone down. Shortly after his arrival here the captain said that he had on board his ship between 150 and 200 passengers and a crew of fifty. Later he said there were between fifty and seventy-five passengers on board the steamer when the vessel went down. The latter figure, however, is the estimate made by the officials of the Joy line at Providence, who estimated the number of passengers at not less than 150. The exact number of passengers was given in a list which was handed the purser just before the Larchmont started on her fateful journey, but it is believed that it was lost when the ship went down.

Captain McVey said that had his crew been able to make progress against the northwest gale they would have landed at Fisher's island between 12 and 1 o'clock. The wind, he said, was too strong to be overcome, and there was nothing left for the suffering seamen to do but turn around and head for Block Island, fifteen miles away. It was shortly after 11 o'clock when the captain of the boat cut away from the sinking steamer, and it was not until 6:30 o'clock in the morning that it arrived at Block Island. It seemed, the captain said, as though the seven hours' struggle against the elements occupied an eternity, and not a soul in the boat expected to survive the excruciating suffering to which all were subjected.

The passengers meanwhile thronged on to the decks. Few of them had wanted to clothe themselves. Their fear was so great that the first penetrating blast of the zero temperature was disregarded, but the suffering from the elements soon became so intense that personal safety was forgotten in a general effort to keep the blood in circulation. Those who had not stopped to clothe themselves now found it impossible to return below and do so. Their rooms were flooded soon after they had been deserted, and the wounded steamer, foundering around in the high seas that are feared by all sound navigators, was sinking with a rapidity that sent terror to the hearts of the officers and crew. These men were prompt in answering Captain McVey's call to quarters.

While some of the seamen held back the frantic, freezing passengers by brute strength, others were preparing to lower the lifeboats and rafts. There was no time to think of the comfort of any one. Even before the boats were cut away Captain McVey knew that the list of victims would be greater than those who survived.

It was a physical impossibility for any but the most hardened to withstand the cold, which turned ears and noses white with the frost and which so benumbed the feet that both the passengers and members of the crew stumbled rather than walked to the small craft in which they were to leave the sinking ship.

CRAZY, SAY EXPERTS
Noted Roof Garden Murder Trial at New York.
EVANS A STAR WITNESS FOR THAW

Delmas and Jerome in Wordy Warfare Throughout Most of Session. Dispute Over Former "Flora-dora" Girl's Operation.

NEW YORK, Feb. 13.—The defense in the Thaw case continued with the introduction of expert testimony as to the condition of the defendant's mind during the several months following the tragedy of the Madison Square roof garden.

Mr. Jerome hotly accused the defendant's counsel of trying to instill into the minds of the jury the fact that he believed himself persecuted by a number of persons.

By an "exaggerated ego" Dr. Evans said he meant "a disproportionate idea of importance of self, a belief that one is clothed with powers, capacity and ability far above normal or above those usually possessed." These symptoms, he said, were characteristic of several mental diseases.

One of the mental diseases indicated by Thaw's actions, Dr. Evans declared, is known as adolescent insanity. It is characteristic of the development period of life—from ten to forty years. The person thus afflicted is known as having a psychopathic taint, showing a predisposition to mental unsoundness which comes to one uninvited, the result of heredity.

believed himself persecuted by a number of persons.

"Another form of insanity indicated," said the witness, "is known as paranoid, or fixed insanity on some subject. The third is maniacal, where the patient jumps from one idea to another. These forms and others are characterized by the exaggerated ego. They are well defined forms about which there can be no difference of opinion."

"Is there any specific name doctor," asked Mr. Delmas, "given to that form of insanity wherein one imagines himself omnipotent—the ruler of the world?"

"That is included in the forms of insanity to which I have referred. Both adolescent insanity and paranoid insanity are characterized by delusions as to self importance and exaggerated ego. In adolescent insanity the patient exhibits no marked symptoms, but when the stress comes"

Dr. Evans took on a declamatory tone of voice.

"The man does not break down as the ordinary or normal man would. There is a complete loss of mental balance, an explosive condition of the brain, the reason becomes dethroned, the will power is lost, and the brain is operating as a ship does in the wind without a rudder. The balance wheel is gone."

"The acts of such a man are not the acts of a normal man, but show him to be guided by disease and stress. His mind has left its moorings and yielded to diseased conditions."

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MRS. THAW AS WITNESS.

the operation performed upon Evelyn Nesbit in 1903, before Thaw took her to Europe, was "of a criminal nature when, as a matter of fact, it was for appendicitis." Mr. Delmas called the attention of Justice Fitzgerald to the fact that the district attorney was stating facts not in evidence and that "a very serious exception must be taken to his remarks."

"We do this," explained Delphin H. Delmas, Thaw's leading counsel, "in order that the jury by means of the wreckage on the beach may infer that there has been a storm upon the waters."

Counsel for Stanford White's slayer are evidently much perturbed over the latest ally of District Attorney Jerome in the prosecution of Thaw. He is Abe Hummel, the lawyer who, Evelyn Nesbit Thaw testified, aided Stanford White in obtaining from her an affidavit charging Thaw with inflicting cruelty toward her in Paris. Hummel has furnished to the state a photographic copy of the document, and this will be one of the strongest clues with which Jerome will try to smash the story of injured innocence that the young wife told on the stand. The original of the statement, Evelyn Nesbit Thaw declared, was signed by her against her wishes and burned by Hummel in her presence.

Dr. Evans was on the stand when an adjournment was taken.

Mr. Delmas, leading counsel for Thaw, says that the defense expects to finish its case in less than two more days. He said that he had only a few more questions to ask of Mrs. Thaw.



EX-GOVERNOR HIGGINS.

EX-GOVERNOR HIGGINS. Higgins was on the stand when an adjournment was taken.

Dr. Evans said that he was on the stand when an adjournment was taken.