

CONSULT THE JOURNAL'S "WANT" PAGES THIS MORNING.

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NEW YORK, SUNDAY, OCTOBER 16, 1898.—Copyright, 1898, by W. R. Hearst.

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WEATHER. For New York and vicinity, cool, frosty, with northwest winds. For New York, New Jersey, Eastern Pennsylvania and Connecticut, fair, somewhat warmer, fresh west winds. The highest temperature yesterday was 57 degrees, at 2 p. m. The lowest temperature yesterday was 44 degrees at 6 a. m.

SEA GIVES UP 48 OF THE MOHEGAN'S VICTIMS.

Rushing on at Full Speed the Steamer Crashed Upon the Rocks---Then Sank in Twenty Minutes as Passengers Groped in Utter Darkness and Leaped Into the Sea.

Only Forty-nine Known to Have Been Saved—More Than a Score of Bodies Picked Up.

Survivor Tells How Children Begged Not to Die and How Women Went Down in the Vortex.

The latest reports from the wreck of the Mohegan show that forty-nine persons were saved. Forty-eight bodies have already been picked up by the coast guard and life-savers. Most of the survivors have been cared for at St. Keyern, near where the ship struck.

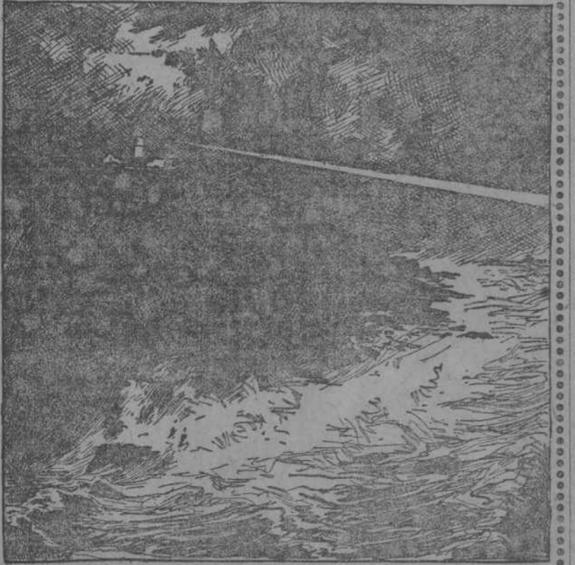
KNOWN SURVIVORS OF THE MOHEGAN.

- Passengers. BLOOMINGDALE, W. J., 334 First street, Brooklyn. GRESHAM, A. HILSON, JOHN. KELLY, RICHARD. MAULE, GEORGE. PEMBERTON, F. R., wife and two sons, No. 24 West Eighty-fifth street. RONDEBUSH, MISS MAUD. SMITH, A. G. L. SWEET, MISS COMPTON, Jefferson apartment house, East Fifteenth street.

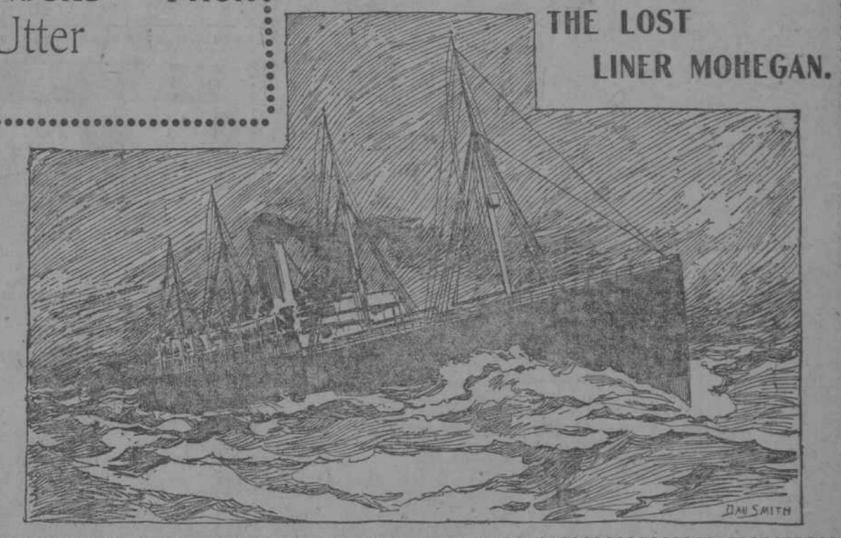
- PASSENGERS WHO MET SHIPWPECK. BAXTER, R. A. BLACKKEY, JAMES. BLOOMINGDALE, W. J. BUSHWELL, MISS. DOWAN, H. F. DOWN, MISS E. M. DODDERT, MR. CRANE, MR. S. C. DUNCAN, CHARLES, and wife. GREENGLASS, MISS ROSA. FALLOWS, DR. FEYTON, MRS. FILING, MISS O. M. FILING, MRS. J. H. FRA' R, MISS. FULMER, H. FRANKLIN. GEORGE, C. SEYMOUR. GRANDIN, MISS L. S. GREENWICH, MR. A. GRUBBERG, MRS. HART, MISS. HARRINGTON, G. H. SEYLOP, JOHN.

which men groped and blindly staggered to the decks. Then death. WILD PANIC IN THE DARKNESS. Rescued and Rescuers Tell of the Struggles to Escape from the Doomed Ship.

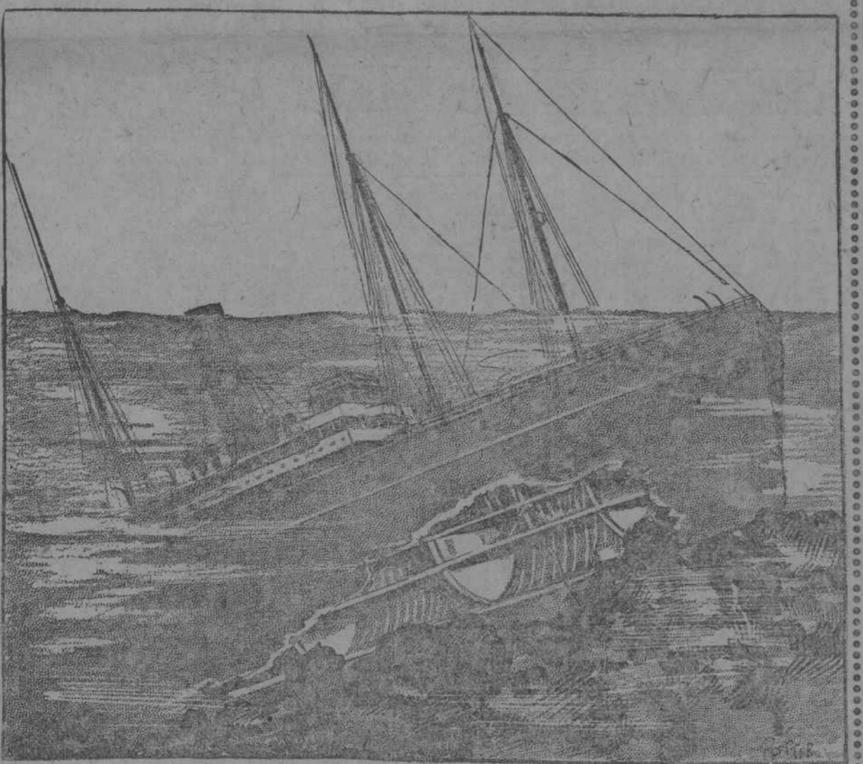
By Associated Press. Falmouth, Oct. 15.—The British steamer Mohegan, Captain Griffiths, belonging to the Atlantic Transport Company, has been wrecked in the vicinity of the Lizard, between the Manacles and the Lowlands. It is believed that about 148 persons, of her passengers and crew, were drowned. The Mohegan was formerly the Cleopatra, of the Wilson and Furness-Leyland line. She left London for New York on Thursday, having on board, so far as can be ascertained at present, 59 passengers and a crew of 115, officers and men. So soon as the steamer was seen to be in distress, lifeboats put off from the shore and every possible effort was made to save the endangered people. The coast at this point is extremely dangerous and has been the scene of numerous wrecks. The general opinion at present is that the machinery of the Mohegan became disarranged during the heavy easterly gale which was blowing, and that she ran ashore and soon afterward foundered. A number of tugs which put out from this port to the assistance of the Mohegan were compelled to return without being able to approach the vessel owing to the severity of the weather. A dispatch from St. Keyern, a small town a little to the southward of the Manacles, says eighteen bodies from the Mohegan have been washed ashore there. They have been deposited in the parish church. A member of the Port Honouck lifeboat crew, named James, gave a graphic account of the wreck. He said that so soon as the disaster was announced his crew was summoned to the boat and proceeded to the Manacles. They could see no lights, were discernible, but they heard shouting and pulled toward the spot from which the shouting came. No steamer was visible, but the lifeboat came across an overturned boat to which four or five men were clinging with great difficulty. They were taken on board the lifeboat. The crew of the latter then heard shouting within the overturned boat, and the members of the life-



The Lizard Light, East of which the Mohegan was Wrecked.



The Wild Cornish Coast, the Cross Showing Where the Mohegan Ran on the Manacles.



HOW THE MOHEGAN WAS STOVE IN AS SHE RAN UPON THE MANACLES.

boat's crew got out their grapnels and managed to right the craft. Woman's Fearful Plight. Inside of her they found a woman and two or three men alive. The woman was so tightly jammed in the wreckage that the lifeboat men had to cut away the timbers of the small boat before they could extricate her. James said the lifeboat passed several bodies of men and women and picked up a couple of men who were floating on wreckage. The lifeboat next met a ship's boat, having on board twenty-two passengers and crew, all of whom would have been speedily lost if not rescued at that time, as the boat was waterlogged and rapidly drifting on the rocks. The occupants of this boat were taken into the lifeboat. While the latter was beating homeward she picked up Miss Noble, of Baltimore. "She is the pluckiest lady I ever saw in my life," said James. "She shouted: 'Don't shove me an oar. Give me a rope.' The sea then swept her toward us and we caught her hands and got her safely on board in as good state as could be expected. She was plucky to the last. "We then had forty-eight persons on board the lifeboat, including the crew. And could hear shouting from the steamer. We approached her and saw Steward Graye clinging to the jiggermast. We then saw that all four masts were still standing and that survivors were clinging to each. We backed in right over the wreck and succeeded in rescuing the boatwain, cook and others. Next we rescued an engineer, who was clinging to the steamer's funnel. All this occupied several hours. We then made for the shore. Grief Heard on Shore. Further advices from St. Keyern say the panic on the Mohegan was terrible, and that the cries of despair were heard on shore. One passenger cut away the falls of a lifeboat with a razor and thus saved many lives. Miss Rondebush and her mother, Mrs. Grandin, entered a ship's boat, which was capsized, and Mrs. Grandin was jammed between this boat and a lifeboat on one of the latter's trips. One of the lifeboat's crew, at great personal danger, jumped on board the steamer's boat, after the latter had righted, and pulled Mrs. Grandin from her dangerous position. But she was landed in a dying condition, and all the efforts made to revive her were unsuccessful. When Miss Rondebush landed later she anxiously inquired for her mother, whose body was identified by the Vicar of St. Keyern from the description of a ring furnished to him by the daughter. One of Mrs. Grandin's feet was torn from the leg. Lifeboat Lands Thirty. A lifeboat landed thirty of the passengers and crew of the Mohegan. One of the former, a lady, died after she was brought ashore. There are rumors, unconfirmed, as to this dispatch is sent, that another lifeboat succeeded in saving six more persons. One of the survivors of the Mohegan, Mr. George Manie, of New York, was interviewed after he had sufficiently recovered to be able to tell the story of the wreck. He said: "I am a shipper of horses, employed by the American Transport Company. We left London on Thursday, and all went well until 7 o'clock yesterday evening,

THE STORY OF A SURVIVOR.

Thrilling Scenes on the Deck of the Mohegan Just Before She Sank. Special Cable to the Journal.

Falmouth, Eng., Oct. 15. "It was all so sudden," said George B. Mande, a New York horse dealer, who was saved from the wreck and brought to Falmouth, "that no one had a chance to know the cause. I was on the lower deck with Chief Mate Couch and half a dozen cattle-men. We had finished dinner and were just lighting our pipes when the crash came. "The lights went out all over the ship. "We all hurried on deck. It was confusing in the darkness, but we finally lit some candles and got along. Captain Griffiths was on the bridge. It was evident the ship had struck. "We were so lightly loaded that the shock must have torn the entire bottom out of her. She began to founder at the bows at once. Couch called out: 'Now, boys, keep as quiet as you can and we will get all the women off first.' "We got two lifeboats off and were getting a third down when the ship gave a terrible lurch forward, knocking the boats against the rails. "The boat immediately capsized, throwing the women and children into the water. We could see then that all efforts to get boats away were useless. "We were sending up rockets as fast as possible and could see the faces of the coast guards on the beach. We began then to fasten life belts on the women and children. There was very little confusion. The women stood huddled together on the cabin deck, but made little outcry. "The ship was settling down every moment. Heartrending Incidents. "One lady brought a little boy up to me in her arms. He was in his night dress, clasping his mother about the neck, as I adjusted his life preserver. Then I put one on her. His little body was found dead near where I was picked up, and is lying here in the Falmouth dead house. "I never saw his mother again. "Another little boy of ten stood hand-in-hand with his mother as I did the same for him. "Oh, mamma! he cried, 'don't let me die! I don't want to die now!' "I put a life belt on a young lady who was standing near the rail. She threw her arms around my neck, praying me not to desert her. "They were awful moments, but the steamer was settling so fast there was nothing to do. "Couch said finally, 'I think she is going to turn over, the only one thing for us now is to jump and swim for it.' "We threw off our outer clothing and jumped from the rail. When I came to the surface I could see scores of others leaping from the ship. "The captain was still on the bridge, giving such orders as was possible, and a few women were still huddled about the deck. Down to Death. "Then, with a mighty list, the steamer went down. Despairing shrieks seemed to come from their very souls as women found themselves struggling in the water, only to go down in the vortex. "I swam for about half an hour, and finally found a headboard floating near me. How it got there I cannot tell. The tide carried me fast toward the shore. I thought I was safe. Then it turned and carried me back to the wreck again. "I was in the water over seven hours. When picked up by a tugboat a boy was floating near me." Seven bodies lie in the Falmouth Hospital to-night. Two are women. One has dark hair, is middle-aged. Or her was a brooch with a large cluster ring with seven diamonds, and a silver watch of New York make, 1871 the date. The initials "E. V. L." are on the watch. It stopped at 7:55. The little boy mentioned by Mande wears a ring, heart shaped and marked "I. G. L." Other bodies are identified as Chief Steward Barnes, G. Topham, of New York, a cattle-man and two sub-engineers. Found Her Mother Dead. Maud Rondebush, the American prima donna, managed to escape from the wreck, but her mother, Mrs. Grandin, died from the effects of injuries received, although the body was brought ashore. Both had gotten safely into the ship's boat, which capsized. A lifeboat from shore came alongside, righted the boat and saved some of its occupants. Mrs. Grandin was found jammed beneath a thwart. A coast guard—Francis Trip—jumped out of a lifeboat into the ship's boat and with an axe cut away the thwart, releasing Mrs. Grandin. She was taken ashore in a dying condition, and efforts at resuscitation after land was reached proved unavailing. Miss Rondebush was taken ashore in another boat. After an anxious search she finally found her mother's body in the life-saving station, much bruised, one foot being nearly torn from the limb. DISASTER CAME AT DINNER HOUR. Captain Griffiths Stood on the Bridge Till the Last Moment, Then Sprang Overboard. St. Keyern, Oct. 15.—In the lower end of the church here lie fifteen bodies, among them those of four women and one two-year-old girl. The bodies are laid out sep-