

Wreck of the steamer City of New London
In the Thames River near Poquetanuck Cove
November 23, 1871.



ANOTHER HORROR.

Steamer City of New London Burned.

THE BOAT A TOTAL WRECK.

A NUMBER OF THE PASSENGERS LOST.

Terrible Sufferings of the Survivors.

NEW LONDON, Nov. 22.—The City of New London, which left New York last evening, with freight only, on her regular trip to Norwich, was burned to the water's edge in Thames river, just above Allyn's Point, and below Norwich. She was filled with freight. The flames were first discovered issuing from one of the ventilators. Captain Brown was on deck and ordered the boat anchored. Efforts were immediately made to extinguish the flames, and after a short time were apparently successful. A rigid examination discovered no traces of fire. The anchor was hoisted, and the boat proceeded up the river. When about three miles below the city, abreast the mouth of Poquetanock Cove, fire was discovered in some cotton which was on deck. The donkey pumps were started, and the captain and engineer, aided by the crew, in less than one minute, had three streams on the fire.

Despite all their exertions the fire spread with great rapidity, and soon enveloped all the forward part of the boat. The captain seeing that all efforts to extinguish the fire were useless, ordered the boat beached, but the engineer could not start the engine. The donkey pumps were, however, still kept at work until the engineer notified the captain that he feared an explosion of the boilers, in which event all would be lost. The spread of the flames had in the meantime cut off all communication with the boats, and rendered the life preservers inaccessible. The passengers and crew then threw themselves into the water, clinging to such portions of the cargo and boat as had fallen overboard.

Those who were unable to swim had much difficulty in reaching shore. Some were picked up by boats from floating pieces of the cargo in an exhausted condition and taken to farm houses in the vicinity, where they were cared for and resuscitated. Some half dozen of the crew and passengers are still missing, and it is feared are lost, among whom is C. B. Rogers, the well known manufacturer of this city.

A train with a fire engine was taken down from the city, but too late to be of service. The wreck was drifted down stream and to leeward about quarter of a mile below Halden's Island, where it has been abandoned by the crew, and lies fast aground just below Poquetanock cove. Trains are running down hourly, and vigilant search is making for the missing men.

Further Details as to Loss of Life.

NORWICH, Nov. 22.—The loss of life by the City of New London disaster is greater than was anticipated. There were only seven passengers, but these, William T. Norton, of Norton Brothers; C. B. Rogers, of C. B. Rogers & Co., and Harrison R. Aldrich, all of this city, were lost. Of the officers and deck hands known to be lost are Wm. P. Eely, of Hamburg, Conn., second mate; M. W. Baker, of Norwich, engineer; Henry Dugan, of New London, steward; Webster Cooper, second cook; Frank Flowers, residence unknown, waiter; Warren Mitchell, oiler; Driscoll Sullivan, Patrick Mahoney and Thos. Rourke, deck hands.

The fire extinguishing apparatus and life saving appliances were ample and in perfect order, but the rapid speed of the flames cut off the approach to the boats and the saloon where the life preservers were.

The passengers and crew had to save themselves by grasping such floating matter as fell overboard from the burning boat. A large force of men and boys have been at the scene of the disaster all day, and vigilant search for the bodies of the missing passengers and crew has been instituted, but only succeeded in finding the bodies of two men, deck hands, which were brought to this city and taken possession of by the coroner, who impaneled a jury, who, after viewing the bodies, adjourned until tomorrow.

The officers of the boat, particularly the captain and engineer, receive great praise for coolness and bravery in their trying position, the former escaping by lowering himself from the paddle-box by a heaving line, when all avenues of escape were closed, and clinging to the paddle until rescued in an exhausted condition, and the latter losing his life after giving a life preserver, which he got from his room on the upper deck at the last moment to the only lady passenger, who, by its aid, was saved.

The origin of the fire is a matter of uncertainty, but is supposed to have begun in some way in the kitchen when the cook kindled the fire for breakfast. One account states that it was by the poker, heated by raking down the fire, being hung against a pine partition, but nothing reliable is known.

THE CITY OF NEW LONDON ENTIRELY DESTROYED BY FIRE.

TWELVE PERSONS EITHER BURNED TO DEATH OR DROWNED -- FORTUNATE ESCAPE OF THE REMAINING PASSENGERS AND CREW.

Norwich, Conn., Nov. 22. -- The steamer City of New London, Capt. BROWN, of the Norwich and New York Line, took fire about 4 1/2 o'clock, on the river Thames, five miles below the city. The flames were first discovered issuing from one of the ventilators. The Captain was on deck and ordered the boat anchored. Efforts were immediately made to extinguish the flames, and after a short time were apparently successful. A rigid examination discovered no traces of fire. The anchor was hoisted and the boat proceeded up the river. When about three miles below the city, abreast of the mouth of Poquetanuck Cove, fire was discovered in some cotton which was on deck. The donkey-pumps were started, and the Captain and engineer, aided by the crew, in less than one minute, had three streams on the fire. Despite all the exertions the fire spread with great rapidity, and soon enveloped all the forward part of the boat. The Captain, seeing all efforts to extinguish the were useless, ordered the boat beached, but the engineer could not start the engine. The donkey pumps were, however, still kept at work until the engineer notified the Captain that he heard an explosion of the boilers, in which event all would be lost. The spread of the flames had in the meantime cut off all communication with the boats, and rendered life preservers inaccessible. The passengers and crew then threw themselves into the water, clinging to such portions of the cargo and boat as had fallen overboard. Those who were able to swim had not much difficulty in reaching the shore.

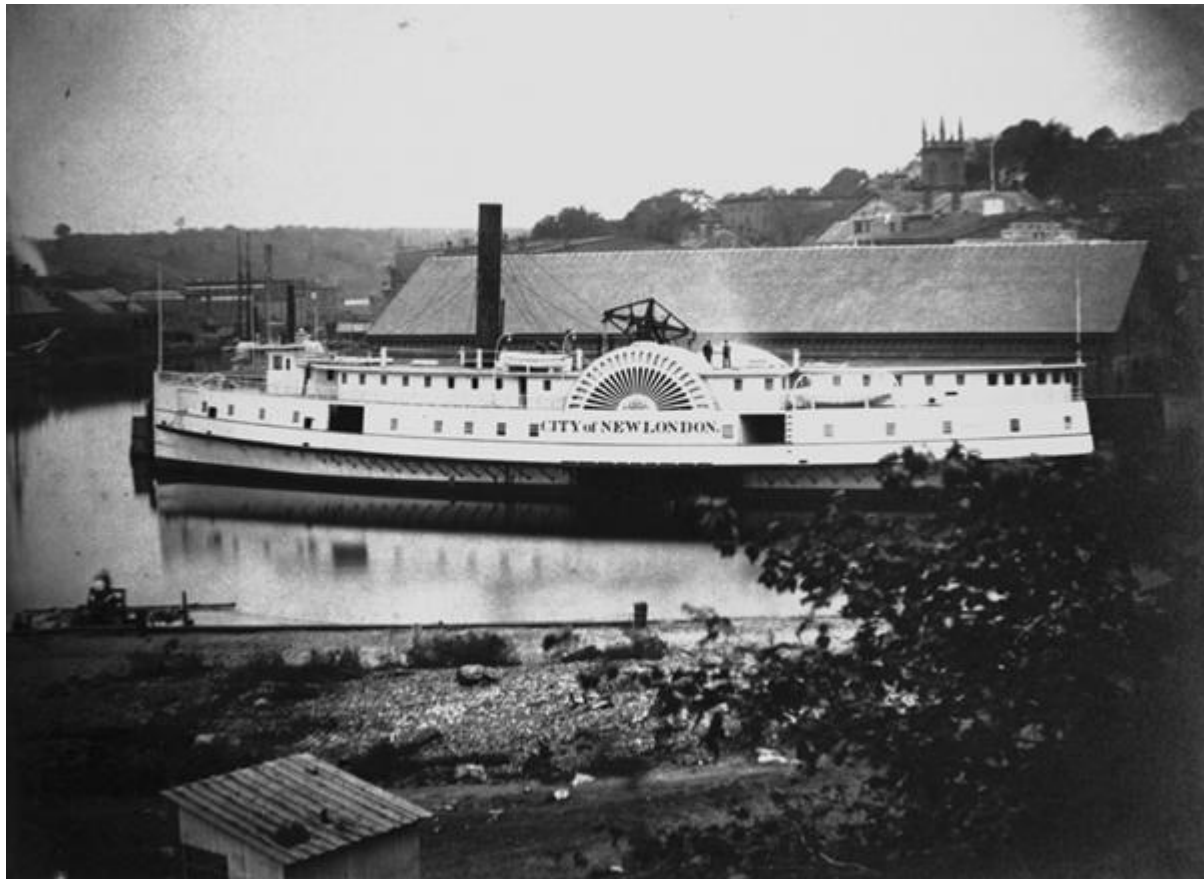
Some were picked up by boats from floating pieces of the cargo in an exhausted condition and taken to farm houses in the vicinity, where they were cared for and resuscitated. Some half a dozen of the crew and passengers are still missing, and, it is feared, lost, among whom is C.B. ROGERS, a well known manufacturer of this city. When your reporter visited the wreck he found it lying about fifty to seventy-five feet from the river bank, with bow down stream, still burning fiercely, with no hope of saving anything of consequence. Everything above her deck is already consumed. A train with a fire engine was taken down from the City, but too late to be of service. The wreck has since drifted down stream to leeward about a quarter of a mile below Haldens Island, where it has been abandoned by the crew, and lies fast aground just below Poquetanuck Cove. Trams are running down hourly, and a vigilant search is making for the missing men. The City of New London was a first class boat, and had a large cargo. The office of the Norwich and New York Transportation Company, in this city, is crowded with persons anxious to learn the fate of their friends among the passengers and crew, and much excitement prevails.

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C. B. ROGERS, of the firm of C. B. Rogers & Co., and HARRISON R. ALDRICH, all of this city, were lost. Of the officers and deck hands known to be lost are WM. P. ELY, of Hamburg, Conn., second mate; M. W. BAKER, of Norwich, engineer; HENRY DUGAN, New London, steward; WEBSTER COOPER, second cook; FRANK FLOWERS, residence unknown, waiter; WARREN MITCHELL, oiler; DRISCOLL SULLIVAN, PATRICK MAHONY and THOMAS ROURKE, deck hands. The New London carried a cargo of heavy freight, principally cotton,

rag, groceries, leather, hides, &c., which, together with the boat, is a total loss. On account of the absence of the manager of the line from the city, it is impossible to ascertain the insurances. It is understood the boat is insured for \$100,000. The fire extinguishing apparatus and life saving appliances were ample and in perfect order, but the rapid spread of the flames cut off approach to the boats and saloon where the life preservers were. The passengers and crew had to save themselves by grasping such floating matter as fell overboard from the burning boat. A large force of men and boys have been at the scene of the disaster all day, and a vigilant search for bodies of missing passengers and crew has been instituted, but only succeeded in finding the bodies of two men -- deck hands -- which were brought to this city and taken possession of by the Coroner, who impaneled a jury, which, after viewing the bodies, adjourned until tomorrow. The officers of the boat, particularly the Captain and engineer, receive great praise for coolness and bravery in their trying position, the former escaping by lowering himself from the paddle-box by a heaving line, when all avenues of escape were closed by the flames, and clinging to the paddles until rescued in an exhausted condition, and the latter losing his life after giving a life preserver which he got from his room on the upper deck, at the last moment, to the only lady passenger, who by its aid was saved. The origin of the fire is a matter of uncertainty, but is supposed to have in some way taken in the kitchen when the cook went to kindle a fire for breakfast. One account states that it was by a poker, heated by raking down the fire, being hung against a pine partition, but nothing reliable is known.

The New York Times New York 1871-11-23



ANNUAL MEETING**STATE COUNCIL CATH. WOMEN**

Connecticut Council of Catholic Women held its first annual meeting this afternoon in Saint Peter's hall, with about 700 representatives from all parts of Connecticut present. Rt. Rev. J. Nilan presided and welcomed delegates, outlining the work for the coming year.

Marguerite T. Boylan, general secretary, gave a report on the work accomplished during the year. Just as she said in response to a question sent to all pastors and organizations in the diocese, 200 met and organized the council, as designed to co-ordinate the many Catholic women's clubs in the diocese along the lines of education and girls' welfare work. About five hundred individual women and eight organizations have been polled during the past year. The Connecticut Council of Catholic Women is the women's division of the Diocesan Bureau of Social Service. The organization is affiliated with the National Council of Catholic Women.

Reports were also read by the chairwomen of the various counties of the state: Mrs. Riley, of Willimantic, for Windham; Mrs. Dennis McCarthy, Torrington; Mrs. F. L. McGuire, New London; Mrs. A. Desmond, New Haven; Mrs. James A. Harty, Litchfield; Mrs. McElroy, Fairfield; and Miss Mary Harty, Hartford.

Victoria A. Larmour spoke on the "Next Step," and suggested other lines of work for the council.

Matthew J. Judge, diocesan director of charities, explained the relation of the council to the diocesan bureau of social service.

At the close of the meeting Bishop Neenan thanked the delegates for their attendance and bespoke the co-operation of every Catholic woman in the state.

SUPERIOR COURT FOR**THEFT OF AUTOMOBILE**

Indicted with theft of a Ford auto-

FIFTIETH ANNIVERSARY OF**THAMES RIVER DISASTER**

Today (Tuesday) is the 50th anniversary of the burning of the steamer City of New London in the Thames river near Poquetanuck cove. Some of the older residents of the city will recall the terrible disaster in which several well known residents of the city a half century ago lost their lives.

The Bulletin in its edition of Thursday, Nov. 23, 1871, stated that there were but seven passengers on board the steamer and that four of the seven were saved. Those reported as lost were William T. Norton of the firm of Norton Bros., Caleb B. Rogers of the firm of C. B. Rogers & Co. and Harrison B. Aldrich, a salesman for Ansel Clark. The four passengers saved were H. K. Hammond, J. C. Palmer, Mrs. William P. Adams, Chauncey Johnson (son of C. W. Johnson, then proprietor of the Wauregan house). All seven passengers were Norwich people.

The City of New London was on her way up the river from New York when the fire broke out, having just completed a trip through the sound in a snowstorm. With reference to the disaster, The Bulletin of Nov. 23, 1871, says:

The steamer City of New London, one of the freight boats of the Norwich and New York Transportation company's line between this city and New York, left the latter place on a regular trip at the usual time Tuesday night. Notwithstanding the storm, she reached New London on time and ran up the river to Comstock's wharf, near Montville. Here, the weather being too thick to come farther, she attempted to make the dock, but owing to the darkness and unfurnished condition of the slip, it was impossible, and at about 4 o'clock she anchored in the stream off Montville. The cook was called to prepare breakfast. The kitchen was situated on the port side forward of amidships and communicated by a dumb waiter with the pantry on the saloon deck above. On the other side of the partition and around the kitchen was the gangway, where nearly all the freight was stored, among it 300 bales of cotton, a number of which were in close proximity to the galley walls.

was of navy blue velvet and martin wore a gown of Spanish lace and brown velvet hat.

Following the breakfast was served at the treville inn, at which was the immediate father of the bridegroom. Mr. on an afternoon tour through the on their return to 295 Norton street. Among the numerous gifts received was a gold presented by officials and employees of the road.

Mr. Regan is of New Haven and the N. Y., N. H. of the best known officials in New office in New Haven him to New London member of the N. and of several churches in New York and New York for years his position frequently she held position in the office of the New

Sher

Robert C. Sher and Miss Winifred were married this noon. The wedding by Mrs. George Conn., who also "I Love You." G. Norwich, Frank and Sturbridge.

The newly married at Dunhampton, Sherman operated

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Charles L. Ro Elizabeth Smith street, were married at 3 o'clock at Trinity Methodist street by Rev. I of the church. couple.

Mr. Rowney