

ATROCITIES IN CUBA

Slaughter of Helpless Inhabitants Still Continues.

WHOLESALE ASSASSINATIONS

Insurgent Generals Responsible for Many of the Murders—A Havana Newspaper's Opinion.

TAMPA, Fla., May 26.—A tobacco merchant, who has just returned here from Havana, says of the situation in Cuba: "It goes against the grain to credit all the stories of atrocities which have reached Havana from the interior of Cuba, yet many of these stories are substantially true.

"Every one who has been able to get out into the field of warfare has brought back confirmation of the reports which have crept into the city underground. Some of these slaughters have been wholesale. In some instances they have taken the form of executions without trial of one or two sympathizers with the rebellion. In others they have been simple assassinations.

"These killings are justified on the ground that apparent noncombatants are not such in fact, but are sympathizers with and aids of the rebellion, or pillagers and destroyers of property. It is easy to justify these acts. No nation has recognized the belligerency of the Cuban rebels. It is only just to say that it is the volunteers, rather than the regular Spanish soldiers who are guilty of these excesses. It is true, also, that the shedding of the blood of noncombatants is not confined to the Spanish troops. In Pinar del Rio there is a revel of death in which Maceo, as well as the Spanish volunteers, is a prime figure. The rebel general dominates in that province, through fear. His orders have gone forth, with the penalty of death attached, and the violation of those edicts has been followed with summary punishments. The insurgents, it is said, hang those whom they condemn, rather than to put them to death with the machete.

"This is the character of the war being waged in Cuba, and it presents the same questions of humanity which led Grant to propose intervention in the revolution of 1868. The Cubans show no signs of yielding. Indeed, they gain strength daily. They flaunt the Spanish at their very defenses on the trocha. Confessedly, General Weyler must bring more men from Spain to enter upon an offensive campaign."

COALING OF WARSHIPS.

Spanish Government Advised to Prepare for an Emergency.

HAVANA, May 26.—Diario El Ejercito, regarded as the organ of the Spanish army in Cuba, in discussing the possibility of war with the United States says:

"We have a greater army than was ever before in Spanish America. Our soldiers are invincible. We have got together an astonishing amount of war material. But, while we have an army more than sufficient to deal with the Yankees, our great warships are in European waters. In case of the opening of hostilities they would have to navigate 3000 miles, and as they must travel at high speed they would use up most of the coal possible to be carried in their bunkers before they could get here."

The paper then points out the difficulty that would be found in coaling warships and suggests the necessity of Spain bringing to Cuba a sufficient supply of coal and the establishment of the coaling vessels within reach of the warships. At present the United States is the only source of coal supply in America.

The intimation that Spain has conceded to the United States an extension of time for tobacco is received with displeasure by Havana tobacco men and Spanish politicians. They say the United States is getting all that is demanded. The rush of tobacco to the United States is now so great that the Algeria is expected to take nearly 10,000 bales, valued at \$1,000,000, to Key West. During the past week fully 30,000 bales were shipped. Shippers here say the United States stock is fully equal to the demand for 18 months.

Tygh Flouring Mills.

The Tygh Flouring Mills will be closed for repairs on and after June 1st, till further notice.

W. H. McCORKLE, Prop.

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ENDEAVORS WILL MEET.

A Great Gathering to Be Held at Washington City.

WASHINGTON, May 26.—It seems assured that the Christian Endeavor convention, to be held in this city within two months, will be the greatest gathering of the kind ever held. It will be notable for the number of new features in the program. It is proposed to pay particular attention to evangelistic work during the convention.

The delegates will go forth, as they did at Boston, to the missions and other evangelistic outposts and hold services in the remote and dark corners of the city, as well as in public places where men congregate. For the first time in the history of the annual gatherings, gospel wagons will be used by the delegates.

An entirely new feature of the program will be daily Bible readings in one of the large churches, conducted by some student of recognized ability.

The junior workers' rally, Friday morning with the three-ten sessions, coincident with the three-ten sessions, is one more enlargement. One unique feature will be an open-air demonstration at the foot of the Washington monument. There is room at this place for tens of thousands of people to congregate. After this service it is proposed that the Endeavorers march down Pennsylvania avenue to the capitol, where, with added significance, the good citizenship demonstration will be continued. The last novelty, as well as one of the greatest, will be the first convention of the World's Christian Endeavor Union.

He is a Woman.

HELENA, Mont., May 26.—Several years ago there came to this city a young man who gave his name as Fred Rollins. Today it turns out that he is a woman, and for fourteen years has been masquerading as a man. It is stated that letters addressed to her show that she comes of respectable people in New York, who are very wealthy. Since coming to Helena she has gained the confidence of prominent merchants, who set her up in the oil business here and at Great Falls, but drink caused her the loss of both. She refuses to give her real name. At present she is an inmate of the Salvation Army Rescue Home in this city.

A BRIDGE GAVE WAY.

And a Crowded Street Car Plunges Into Victoria Harbor.

VICTORIA, B. C., May 26.—A terrible accident occurred here today. A sham fight and review was to take place at Macaulay point, near Esquimalt, this afternoon, and crowds were making their way there by every route. All the tram cars were packed. Shortly before two o'clock two cars left Government street with more than 100 people. The first got over Point Ellice bridge, which crosses Victoria Arm, safely, but when the other was about half way over the middle span of the bridge, about 150 feet in length, gave way, and the car plunged into the water, some 100 feet below. The car was completely submerged, and all on board were drowned, with the exception of some of those who were standing on the platforms and who, escaping injury from falling timbers, managed to save themselves by using the floating ruins of the bridge, and thus got ashore. Numbers of the bodies have already been got up, and the work of identification is proceeding. It is a difficult matter, as a great many of the bodies are those of visitors.

So far as at present known, there are over sixty killed. When the bridge broke down there were several carriages on it, and these also were precipitated into the water. Superintendent Wilson was driving one of these, and had his five children with him. He succeeded in saving himself and four children. The fifth, a little boy, was wedged between some iron bars and was drowned.

Decoration Day.

The following program is announced for Decoration Day: The G. A. R. and W. R. C. will meet in Fraternity Hall at 1:30 p. m. sharp. The procession will form on Second street, the right resting on Court, and will move promptly at 2 p. m. up Court to Fourth, west on Fourth to G. A. R. cemetery in the following order:

- Band.
- Co. G, 3d Battalion, O. N. G., Capt. Christian commanding.
- James W. Nesmith Post No. 32, G. A. R.
- Woman's Relief Corps, in carriages. Citizens.
- The services at the cemetery will consist of music by a chorus of voices, a recitation by Mrs. Briggs, the National Anthem, ritualistic service, decoration of graves.
- At 8 p. m. Hon. John Michell will deliver a memorial address in the Congregational church. The public are cordially invited to attend.

THE SCENE OF GRIEF

Removing Bodies of Victims of the Victoria Disaster.

THE LOSS OF LIFE GREATER

It is Now Estimated That Nearly Two Hundred Persons Went Down.

VICTORIA, May 27.—Thousands of sorrowful friends and relatives crowded around the approaches to the bridge where the terrible accident occurred yesterday, which cost over 60 lives, eagerly scanning each body as it was brought to land. Mothers, crazed by the loss of husbands or children, attempted to jump into the water in their eagerness to rescue their loved ones. As body after body was brought to the shore crowds rushed forward to search each mangled face, dreading the possibility that it might be that of some one whom they hoped had escaped from the death trap.

Twenty persons known to have been on the bridge at the time of the accident are missing, and it is supposed that they have perished. The car register shows 90 fares, and it is probable that over 125 people were on board.

On the surface of Victoria arm struggling people fought to gain the shore. Strong men and frail women battled for their lives. Husbands emerged from the wreckage, only to find that their wives had gone down to death. Children were carried down by those who were stronger, and fathers who had struggled from beneath the timbers and debris of the bridge and car and carriages returned to their doom in a vain endeavor to rescue their babes.

The waters of the arm for yards around were dyed red with blood, and floating out to sea sent corpses after corpses, borne on by the tide.

The shrieks of men, the screams of women and children filled the air and nerved the crowds of rescuers on to feats that endangered life and limb.

The number of carriages lost and the foot passengers carried down in the wreck cannot be learned. It is claimed by many that fully 200 persons went down with the span, and that more than half of them perished. The accident occurred so quickly that nobody has a very clear recollection of what transpired.

The rescue of some of the victims was under circumstances almost miraculous. Among those saved were Mr. and Mrs. Foster, of Seattle. Foster stood on the outside of the electric car and his wife was seated within. When the car went down he jumped and dived. Coming up and catching a bridge timber, he saw a lady rise near him and seized her. She was a Victoria woman, who had accompanied herself and wife. Then he saw his wife's cloak appear upon the water. He called to a man to save her, and not in vain, for the man swam to Mrs. Foster's rescue and bore her to the land.

Superintendent J. Wilson, of the Canadian Pacific railroad telegraph, was driving a carriage containing his wife and five children directly behind the ill-fated car. His vehicle was swept down, and in a moment the entire family were struggling in the water. With rare presence of mind Mr. Wilson succeeded in saving his wife and four children. The fifth child, a little boy, was wedged beneath some wreckage and drowned.

A MOST FIENDISH CRIME.

Six Persons Brutally Shot and Hacked to Death.

SAN JOSE, Calif., May 27.—The most horrible crime in the history of the county was perpetrated at Campbell, a small place about six miles southwest of this city, this morning.

Colonel R. P. McGlincey and wife, their daughter, Mrs. James Dunham, James Wells, a son of Mrs. McGlincey, a hired woman, Minnie Shealer, and a hired man, James Briscoe, were killed by James Dunham, a son-in-law of Colonel McGlincey, who made his escape.

About midnight a neighbor by the name of Page heard the report of shots in the direction of the McGlincey home. Almost immediately thereafter there came the sound of galloping hoofs on the county road. Hurriedly dressing, Page proceeded to the home of the McGlinceys and was horrified to find the body of Mr. McGlincey lying in an outhouse in a pool of blood. Entering the house he found the bodies of James Wells, who had been shot; Mrs. McGlincey and her daughter, who had been stabbed to death by the assassin, and the hired man and girl, who had been hacked to death with a hatchet. The interior of the rooms where the bodies of the vic-

tims lay were bespattered with blood, and there was every evidence to show that the dead had made a desperate struggle for their lives.

Page, finding that all were beyond help, proceeded at once to notify the authorities in this city, and word was immediately telephoned to officers in all parts of the county to be on the lookout for the assassin. A large number of officers and men left immediately for the scene of the murder.

The family was one of the best known in the valley, Colonel McGlincey being prominently identified with the fruit business. The McGlincey home is in the midst of the most beautiful and prosperous section of Santa Clara county, a region of orchard homes.

Campbell is known as the prohibition town of Santa Clara county, and is largely settled by prosperous Easterners, such as have built up Pasadena, Redlands, Pomona and other towns in Southern California.

At 3 a. m. an officer returned to the city from the scene, and in an interview said: "The scene at the McGlincey home is one fearful almost beyond description. In a room was found Wells. Evidently a terrible struggle had taken place between Wells and the assassin. Wells was shot two or three times, blood was splashed all over the room, and before leaving his victim the assassin had fired his clothing. In the reception room no bodies were found, but the furniture was literally smashed into fragments, showing that a fearful fight had taken place there. The furniture in the dining-room was also demolished. Adjoining the dining-room was the apartment occupied by Mrs. McGlincey. There she was found, literally slashed to pieces with a hatchet. Blood was everywhere, and, as in the room of Wells, there were evidences of a terrible struggle having taken place between the woman and her fiendish son-in-law. The other victims were found in other apartments."

The last seen of Dunham he was riding rapidly toward San Jose on a buckskin horse with a heavy Mexican saddle. Family troubles are said to have caused the murders.

The only being in the house who escaped alive was a baby one month old, the child of Mrs. Dunham and the alleged murderer.

Colonel McGlincey was one of the California commissioners to the world's fair at Chicago.

A TORNADO AT ST. LOUIS.

Enormous Loss of Life and Property—Steamers Sunk with All on Board.

ST. LOUIS, May 27.—A tornado blowing at the rate of 80 miles an hour, struck St. Louis at 5:15 this evening and raged for half an hour with great fury. Many buildings were blown down and several river steamers sunk with all on board. The hospitals are full of injured and the morgue contains many dead, while numerous slain lie everywhere among the ruins of the demolished buildings. A portion of the Eades bridge is destroyed. The grand stand at the fair grounds, and the woman's portion of the jail were blown down. The Waters-Pierce oil works are burning and buildings in various sections of the town are on fire. At East St. Louis the damage seems the greatest. H. C. Rice, the Western Union manager at the relay depot, climbed across the demolished bridge and reported the National hotel, the Tremont house, the Martell house, the DeWolf cafe, the Hazell Milling company's mill, Horn's cooper shop and a great many dwellings east of there as far as Fifth street gone and many people killed. The Baltimore & Ohio and Vandalia round-houses, the Stoddard oil works, the East St. Louis and the Crescent elevators and twelve freight houses on the levee demolished. The Grand Republican and several more excursion steamers, with all on board, are reported sunk in the river and all steamers on the levee have gone down.

A rough estimate would place the number killed and wounded at 1,000. Both the Western Union and Postal Telegraph companies lost every wire out of the city, which is in total darkness.

A MOB HELD IN CHECK.

Captain Pat Carmoody's presence of mind prevented a panic at the fair grounds. When the crowd appealed for protection from the tornado, Pat rallied the frightened people under the stand and forced them to remain there. He held a mob of about 300 in check, and it was lucky for them that he did so. Everybody was trying to get out and wanted to make a break for the south side of the stand. While Carmoody was holding them back, the roof of the stand was blown off and the debris fell just where the people wanted to go. Carmoody's good judgment saved many lives. A part of the roof landed on the natural bridge road and several bodies were buried beneath the debris.

STRICKEN ST. LOUIS

Awful Devastation in the Tornado's Path.

STORM WITHOUT A PARALLEL

The Breaking-Out of Fire Caused Additional Terror—Great Damage By the Flames.

ST. LOUIS, May 28.—Two hundred lives snuffed out in this city; as many more in East St. Louis; property destroyed in value running into the millions; this is the record made by the 27th day of May, 1896. This is a conservative estimate. No possible idea of the number of people killed in the tornado that swept this vicinity yesterday afternoon can be made at this time. South St. Louis is littered with the bodies of the dead.

A SCENE OF RUIN.

When the sun rose on St. Louis and vicinity this morning it showed a scene of horrible ruin and disaster. Wind, rain and fire had combined in the mission of destruction. Two hundred lives were lost in this city, and as many more in East St. Louis, while thousands were injured, many so severely that they cannot recover. The exact number will not be known for many days, perhaps never, for the debris of ruined buildings all over the city covers hundreds of human bodies. The damage to property will aggregate many millions, but the exact amount cannot be estimated with any degree of certainty.

The terrible tornado that caused this destruction struck the city yesterday afternoon at 5:15 o'clock, and all parts of the city and East St. Louis felt the effects. The greatest damage on this side of the river was inflicted with a three-mile strip along the mighty stream. Many buildings totally collapsed, others were unroofed, while very few escaped injury.

East St. Louis is a gigantic cemetery. Under the debris of the buildings of that city are scores buried, whose bodies will not be brought to the light for many days, perhaps never.

BEFORE THE STORM.

Hours of sultriness, puffs of wind coming by turns from all points of the compass, the flying hither and thither of light, mist-like formations across the dull, dark-colored mass; these were the characteristics of the afternoon which brought to St. Louis the most disastrous storm in the city's history. For hours the torrents shifted, the wind blew hot and cold, and the storm center developed. The fury of the elements was borne within the city's limits. In the west a thunder storm developed. Early mutterings indicated nothing more than a downpour, with the ordinary electrical accompaniment. This cloud came up slowly at first from the west, beyond Forest Park. As the black rim mounted higher above the horizon, its arms embraced more territory to the north and south. A strong wind from the east began to blow right in the face of the storm. It was the lower current.

Suddenly the wind stopped blowing from the east and there swept from the northwest a gale which made the best built structures tremble. With the hurricane, for that was the first form the storm took, when it broke over the western part of the city, came a deluge. From a few minutes before 5 until 5:30 this hurricane blew from the northwest. Then there came a lull. The currents shifted. In the southwest there came into existence a storm cloud, with the essential features of a tornado, funnel-shaped. This second storm burst upon the city from the southwest. It came in on South Lafayette Park, struck the city hospital, and from there tore its way through the city to the river by a northerly course. It wrought havoc that will leave traces in that part of the city which lies east of Seventh and north of Corne streets, to the Eads bridge. Boats were torn from their moorings and capized, or went adrift. The cloud crossed the river, demolished the upper works at the east end of the bridge, then wreaked its fury on East St. Louis.

THE STORM ON THE RIVER.

When the first evidence of the ap-

proaching storm began to appear, every engineer on the river got up steam in order to be able to combat the elements. Had it been anything but a tornado, it is probable this would have aided the crews in saving their craft. But the onslaught was so violent that the crews found their efforts only sufficient to aid them slightly in directing the course of their boats. The steamer Pittsburg, of the Diamond Jo line, the steamer City of Vicksburg and the Providence of the Columbian Exposition Company, the Captain Monroe, of the Anchor line, and many smaller craft, were pitched and tossed about until the final blast rent them from their anchorage. The storm swept diagonally across the river and struck the Illinois bank with increased fury. The loss of life in the water on the East Side seems to be light, as every body was carried safely to land.

The City of Vicksburg is almost a total wreck. The City of Providence was blown upon the Illinois bank. Her rudder, cabin and smokestack are gone. The St. Louis and St. Paul Packet Company's steamer, St. Paul had started for Keokuk, when the tornado struck the city. She has not been heard from since. She had a full cargo list. The Belle of Calhoun and the Libbie Conger, which were moored near Choteau avenue, were almost totally broken up. The Ellen G. Smith, the harbor-boat, was blown down the river and was wrecked near Arsenal island. It is thought that no lives were lost on this boat. The steamer Ed Harvester, of the Missouri Valley Transportation Company, was torn from its dock and carried down the river. Many heroic acts were performed in the saving of lives as the result of the storm. When the City of Monroe had listed away from the Anchor-line wharf, there were about forty passengers on board and a full crew, as the boat was just making ready for the trip to New Orleans. When the moorings finally gave way the boat lurched on its starboard side and nearly capized. The movement threw nearly all the freight to starboard and served to hold the boat in its perilous position. Captain Viegler made a reassuring speech to the passengers which slightly quieted the extreme excitement. He said they were all safe. When the boat struck the Illinois bank the captain was not to be found.

IN EAST ST. LOUIS.

In comparison to its size, the fatalities in East St. Louis greatly exceed those on this side of the river. The larger part of the central portion of the city is razed to the ground, while on the flats along the river bank north of the Eads bridge, not a house is left standing. The loss of life is terrible. Scarcely one family seems to have escaped without some member being killed, while many households were wiped out of existence. A conservative estimate of the dead there, is placed at 150.

The Catholic church St. John of Nepomoc, was demolished except the front, which stands like a tower.

PASSENGER TRAIN WRECKED.

While the storm was at its highest, a passenger train on the Chicago & Alton railway pulled on to the bridge from the Missouri side, on its way east. Engineer Scott had proceeded only a short distance when he realized the awful danger. The wind struck the coaches, causing them to careen. The train was about half way across. The overhead poles were snapping and tumbling into the river, while large stones were shifting loose from their foundations and plunging into the water. Realizing that any moment his train might be blown into the water or else the bridge be blown away, Scott put on a full head of steam, in an effort to reach the east-side shore. The train had scarcely proceeded two hundred feet, and was about the same distance from the shore, when the upper span of the bridge was blown away. Tons of huge granite blocks tumbled to the tracks, where the train loaded with passengers had been but a moment before. About the same instant the wind struck the train, upsetting all the cars like playthings. Luckily no one was killed, but several were taken out seriously injured. The wrecked part of the bridge is just east of the big tower near the Illinois shore, and extends east about 300 feet. The entire upper portion, traversed by street cars and carriages, is carried away, while the tracks beneath are buried in the debris, in some places eight feet deep.

Highest of all in Leavening Power.—Latest U. S. Gov't Report

Royal Baking Powder

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