

DOINGS OF THE WEEK

What Has Happened in the Civilized World.

GIVEN IN THE PRESS DISPATCHES

A Complete Review of the News of the Past Seven Days in This and All Foreign Lands.

A thorough investigation of the Bourgogne disaster will be made at once.

It is said now that Blanco is to blame for the disaster to the Spanish fleet, as the captain-general ordered Cervera to take his ships out of Santiago harbor.

The dismantled Spanish cruiser Reina Mercedes, while attempting to escape from Santiago harbor, Thursday, was sunk by the Massachusetts and Texas.

Word has reached San Francisco that the second Manila expedition arrived at Honolulu June 23 and called for Manila the following day. All were well and they were royally entertained by the Hawaiians.

The wounded men brought to Key West on the Iroquois are housed in the hospital at Key West. All are doing well, and many are already able to be up and about, and none are in danger. They are anxious to get back to Cuba and fight.

A Manila dispatch says that Admiral Dewey will remain inactive until General Merritt arrives. The rebels are practically doing nothing, but the Spaniards are strengthening their positions, destroying huts and constructing entrenchments. The authorities have enacted a penalty of \$1,000 against anybody who shall raise the price of provisions.

There is considerable illness at Camp Merritt, San Francisco, though the death rate remains low. South Dakota has 70 on the sick list, and though practically an acclimated regiment, the Seventh California has 17 in the hospital, and as many more in quarters. Montana has about 50 in the hospital, and more than that number sick in quarters.

Like rats from a sinking ship, the four-stricken hundreds are rushing pell mell from the doomed city of Santiago. All roads leading to the city are jammed. Five hundred refugees have gone to El Gaucho, and others to Moran and St. Lucia. A proclamation was issued Thursday allowing people four hours in which to get safely out of the city.

Hobson and his men are safe within the American lines. The exchange was effected before Santiago Thursday in accordance with an agreement previously reached between Shafter and Toral.

The heroes of the Merrimac are all in good health. One Spanish lieutenant, 14 non-commissioned officers and a private were surrendered by the Americans in exchange for Hobson and his seven men. A hilarious welcome was accorded the heroes by the American troops and staff.

A shipload of Shafter's wounded men arrived at Key West Wednesday.

Senator DuBois, former charge d'affaires at Washington, from Spain, was among the passengers lost in the steamship La Bourgogne disaster.

The war is now costing Spain \$28,000,000 a month, and this pace she cannot keep up for six months without suspending all interest on her sinking fund and her debts.

The general health of the United States troops before Santiago is excellent. Not a case of yellow fever is reported, despite the fact that Santiago de Cuba is recognized as a great fever focus as far south as Rio Santos.

After the destruction of the Spanish fleet 440 men from the Marie Teresa were placed as prisoners on the Harvard.

For some reason these men mortified. The officers and crew of the Harvard were prepared, and the mortifiers were fired upon. Six Spaniards were killed outright and 13 wounded.

The Cuban legation in Washington has been advised of the safe arrival in Cuba of the second expedition of Cuban volunteers from the United States under command of General Emilio Nunez.

The expedition left the coast of Florida June 23 and landed at Punta Cana on the 30th. On board the transport, besides the 350 Cuban volunteers, chiefly from Florida, and New York, were two dynamite guns, 4,000 Springfield rifles and a large quantity of ammunition.

The French Trans-Atlantic Company's steamer La Bourgogne, which left New York Saturday for Havre, sank, after colliding with the British ship Cromartyshire in a dense fog, 60 miles south of Sable Island. The collision occurred at 5 o'clock Monday morning. Only 300 persons were saved out of 750 on board La Bourgogne.

The Allen line steamer Grecian has arrived in Halifax, towing the Cromartyshire, which had been in collision with La Bourgogne. She reports that the latter sank almost immediately with the passengers and crew. The Cromartyshire saved 300 persons in all, and of these 170 were passengers.

Minor News Items. Germany has 135,000 school teachers, America, 350,000. In Illinois during the past year 115 coal mines were abandoned and 79 mines opened. Upward of 10,000,000 American flags have been sold since the blowing up of the Maine. When Gen. Fred Grant was sworn in as a brigadier-general the oath was administered by Judge Harris, of Georgia, a Confederate veteran.

LATER NEWS.

The Brooklyn, Indiana and Texas, under Commodore Schley, bombarded the city of Santiago at 6:10 o'clock Sunday afternoon in obedience to a request from General Shafter conveyed by signal from shore. The warships lined up from the east to west, a quarter of a mile from shore, and fired over the limestone cliffs that come down to the sea and hide the city five miles distant. The bombardment continued one hour.

All the warships of Camara's fleet sailed from Port Said for Spain, Monday. The Spanish admiral was allowed to transship 600 tons of coal from San Angeline in the harbor, on furnishing a written guarantee that the Polayo needed it, and that the entire squadron was returning to Spain direct. The Spanish torpedo-boat destroyers sailed from Messina, Sicily, for home the same day.

The Madrid newspapers are openly discussing the imminence of a ministerial crisis.

Captain Rowell, second officer, was killed during the bombardment of Santiago, Sunday.

Major-General Otis is authority for the statement that the regiment to be stationed at Honolulu has not yet been selected.

William Jennings Bryan's regiment of Nebraska infantry has been ordered to join General Fitzhugh Lee's corps at Jacksonville.

The war department has instituted a system of bulletins for the benefit of the public, giving quick and concise information of important happenings.

The London Daily Mail says that the United States must hold the Philippines to prevent a wild scramble for coaling stations among the European powers.

The attorney-general of Great Britain has ruled that in evicting the Spanish spies from Canada the Canadian government is not liable to be sued for damages.

It is reported from London that the Spanish government is preparing to send additional troops to Porto Rico by the fastest steamers available.

A force of 30,000 men is to be kept constantly in our Southern coast to serve as re-enforcements for our troops in Cuba if needed.

A hospital train bearing the wounded to Fort McPherson was in a rear-end collision six miles south of High Springs, Fla. No one was hurt, but a private car was demolished.

The refugees from Santiago are becoming a serious military problem to General Shafter. The most intelligent of the refugees say that only a few Spanish soldiers have recently entered Santiago—not more than 1,000. They report friction between General Toral and General Linerae.

General Shafter has sent a revised and corrected report of the casualties before Santiago July 1, 2 and 3. It slightly increases the number killed and wounded, as given in the first report, and is as follows: Killed, 28 officers, 208 men; wounded, 50 officers, 1,938 men; missing, 91; total, 1,000. General Shafter is of the opinion that the number of missing will be reduced somewhat.

As a result of the cabinet meeting Friday it was decided to dispatch a regiment of troops to Honolulu immediately.

Lieutenant Hobson, in telling how the Merrimac was sunk, says the loss of the vessel's rudder made it impossible to place her across the channel.

Sunday, July 10, was proclaimed by President McKinley as a day of thanksgiving in consideration of our victories on land and sea. The observance was general throughout the country.

Rear-Admiral Miller has received information from Washington that he is soon to be sent to Honolulu on a special mission, presumably in connection with the annexation of the islands.

Either the Philadelphia or the Bennington will convey the official news of the action of congress on the Hawaiian annexation resolutions and raise the flag in the name of the United States.

Instructions have been received in San Francisco to prepare the cruiser Philadelphia for sea immediately. Her supplies are being assembled with the greatest dispatch. She will probably get under way for sea within a week.

Both branches of congress have adjourned sine die. The close in the house was marked by hilarious scenes. Patriotic songs were sung and cheers given for the president and our naval heroes. The appointments of members of several commissions are held over.

French line officers say an injustice has been done La Bourgogne's crew, as the men are not awarded. Foreigners in the steerage, they say, were responsible for the atrocities if any were committed. The question of jurisdiction in connection with the coming investigation is being discussed.

The navy department has been informed that a Spanish privateer carrying 370 guns is hovering off the coast of Rio de Janeiro. According to latest accounts the privateer was between Prince Charlotte sound and Dixon's entrance. Prompt instructions have been sent to the military authorities on the Northwest coast.

Chief Inspector Marshall, known as the Sherlock Holmes of the English police, has retired from Scotland Yard after 33 years' distinguished service.

While driving to Dallas, Tex., to appear as a witness before the federal grand jury, James Morrison, a farmer of Ferris, was struck dead by lightning.

At the commencement of the Bloomington academy, the national school of the Chickasaw nation, 1,000 persons from all sections of the territory were present.

BATTLE RESUMED

Preliminary Firing Before the City of Santiago.

TORAL WOULD NOT YIELD

Spaniards Opened With Light Guns, But Were Silenced—American Lines Have Been Strengthened and Siege Guns Brought to the Front.

Washington, July 12.—The bombardment of Santiago has begun. That was the verbal information obtained last evening, shortly before 9 o'clock, at the war department. Almost immediately three bulletins were posted, the most important of which was from General Shafter. This dispatch announced that General Toral, who succeeded General Linerae in command of the Spanish forces in Santiago, when the latter was wounded, had declined to surrender, and that the bombardment of the town would be begun by the army and navy about 4 o'clock in the afternoon. The fact that the bombardment was scheduled to begin so late in the day created some comment, but no explanation of it was offered. In answer to questions bearing upon the movement, General Corbin said:

"I have not the slightest information as to the reason General Shafter had for beginning the bombardment at the hour he named, but it was probably because he was ready just at that time. You can speculate about that as well as I can."

Information received by the war department during the few days of truce indicates that Shafter has materially strengthened his position. During the past week he has received reinforcements of both artillery and infantry. Randolph's battery of 24 guns, which left Key West last Tuesday at midnight, is now in operation before Santiago, and, as a war department official expressed it, "when these long toms of Randolph's begin talking, something will happen in Santiago."

General Shafter has nearly 50 siege guns and a large number of 6-inch mortars, besides light artillery at his disposal. These guns, taken in connection with the work that will be done by the fleet, will, it is expected, carry terror and destruction to Santiago.

Anxiety has been expressed by the war department officials as to whether General Shafter had a sufficient force to prevent the evacuation of Santiago by the enemy. This anxiety was allayed about 12:30 last night by the receipt of the following dispatch from General Shafter, which contained confirmation, too, of the earlier reports of the beginning of the bombardment:

"Playa del Este, July 12.—To Adjutant-General, Washington: Headquarters of Fifth Corps, July 12.—The enemy opened fire a few minutes past 4 with light guns, which were soon silenced by ours. There was very little musketry firing, and the enemy was kept entirely in the entrenchments. Three men were slightly wounded. I will have considerable force tomorrow, enough to completely block all the roads on the northwest. I am quite well."

"SHAFTER."

The belief is held by the best-informed officers that General Toral, the Spanish commander, will surrender when he finds it will be impossible for him to evacuate the city. Upon what grounds this belief is based could not be ascertained, but that information is in the hands of the officials, there is no doubt. General Shafter's dispatch, they say, shows he is now engaged in strengthening his position, and that he will follow up his operations with a final assault on the city.

Off to Surrender Santiago. Off to Surarua, via Kingston, Jamaica, July 12.—The surrender of Santiago was formally offered by the Spanish commander, General Toral, today, but the conditions attached caused a prompt refusal of the offer by General Shafter. The negotiations, however, resulted in the extension of the armistice.

General Toral's proposal contemplated the immediate surrender of the city, but he insisted that his army be permitted to march away under arms and with flying colors, and declared that he would fight to the last ditch unless the conditions were accepted. General Shafter replied that nothing but an unconditional surrender would be considered by him, but he consented to cable the Spanish offer to Washington. In the meantime extending the armistice.

Threats Hurdled in Allegheny. Pittsburgh, July 12.—Fire tonight, which started in the World theater on Federal street, Allegheny, destroyed that building and the entire section fronting on the lower side of Federal street, from the Sixth-street bridge to the Boyle block, and in the rear almost to Baltimore. The loss will not exceed \$175,000, as many of the buildings were small frame structures. The insurance will reach two-thirds of the loss.

Freight Cars Left the Track. Dunsmuir, Cal., July 12.—Train No. 18, consisting of 30 cars, drawn by two engines, was wrecked this morning at tunnel 4, near Elmora, four cars in the middle of the train leaving the rails and tearing up about 100 feet of roadbed, demolishing the car tracks, but leaving the cars and contents intact. No one was injured. The south bound express train left Dunsmuir two hours late tonight.

CAPTAIN CLARK'S REPORT.

The Oregon Responsible for the Defeat of Cervera.

Off Guantanamo, via Kingston, July 12.—Captain Clark, of the battleship Oregon, which did such remarkable work at the naval battle that resulted in the destruction of Admiral Cervera's squadron, says in his official report of the engagement to Rear-Admiral Sampson:

"The Spanish fleet turned to the westward and opened fire, to which our ships replied vigorously. For a short time there was an almost continual flight of projectiles over the ship, but where our line was fairly engaged, the enemy's fire became defective. As soon as it was evident that the enemy's ships were trying to break through and escape to the westward, we went ahead at full speed, with the determination of carrying out to the utmost your instructions."

"If the enemy tries to escape the ships you must close and engage him as soon as possible, and endeavor to sink his vessels or force them to run ashore."

"We soon passed all of our vessels except the Brooklyn. At first we used only the main battery, but when it was discovered that the enemy's torpedo-boats were following the ships, we used our rapid-fire guns, as well as the six-inch guns, upon them, with telling effect."

"As we ranged up near the sternmost of their ships, she heeled for the beach, evidently on fire. We raked her as they were brought to bear, and before we had her fairly abeam, she, too, was making for the beach. The two remaining vessels were now some distance ahead, but our speed had increased to 16 knots, and the Viccaya was soon sent to the shore in flames."

"Only the Cristobal Colon was left, and for a time it seemed as if she might escape. But when we opened with our forward turret guns, and the Brooklyn followed the Colon began to edge in toward the coast, and her destruction was assured. As she struck the beach her flag went down."

"The Brooklyn sent a boat to her, and when the admiral caught up with the New York, Texas and Vixen, the Cristobal Colon was taken possession of."

"I cannot speak in too high terms of the bearing and conduct of all on board this ship. When they found the Oregon had rushed to the front, and was hurrying to a succession of conflicts with the enemy's vessels, if they could be lured to and would engage, the enthusiasm was intense. As these Spanish vessels were much more heavily armored than the Brooklyn, they might have concentrated their fire upon and overpowered her."

"Consequently, I am persuaded that but for the officers and men of the Oregon, who steamed and steered the ship and fought and supplied her batteries, the Colon and perhaps the Viccaya would have escaped."

"FOR SAFE KEEPING."

Prisoners of War Reach Portsmouth—Covers Among the Lot. Portsmouth, N. H., July 12.—The auxiliary cruiser St. Louis, with 746 Spanish prisoners, including 54 officers, arrived in Portsmouth harbor at 8:30 o'clock this morning, and a few minutes later dropped anchor just above Fishing Island. The big liner left Guantanamo at 8 o'clock Tuesday, July 5, and did not make a stop until she dropped anchor in Portsmouth harbor. Including the prisoners, there were 1,086 people on board the boat, and out of this number there are 91 sick and wounded Spaniards under the care of surgeons.

Admiral Cervera is confined to his cabin, having been quite ill for the past three days, although he was able to be dressed this morning.

Captain Estala, who was commander of the Viccaya, and is among the prisoners, is also quite ill, having been wounded in the head during the battle of Santiago.

DOWN FROM YUKON.

The Schooner Phillips Brings Twenty Gold-Laden Miners. San Francisco, July 12.—Twenty miners from the placers at Minook, Circle City and Dawson arrived here today on the schooner Hattie I. Phillips from St. Michaels. The returning prospectors, who bring about \$70,000 with them, have been in Alaska from 1 to 25 years. Half of the party will return to work their claims. The passengers from Dawson are confident the output of Dawson will reach far over \$15,000,000. Minook will probably be not less than \$300,000. Circle City will also contribute largely to the output of the Alaska placers. The Yukon river is higher than known for years, and overflowed its banks at Minook, where a number of miners' cabins were washed away by the flood.

Street-Car Collision. Washington, July 12.—An electric car on the Congress Heights road, filled with passengers, collided with a horse car of the Anacostia line this evening. An unknown man was killed and 25 or 30 persons were injured, several of them fatally.

MOURNING IN HAVANA. Gloom Cast Over the City by Cervera's Dismal Defeat. Havana, July 12.—July 6 the prodence, money and stock exchanges suspended operations, observing the day as one of mourning over the loss of Cervera's fleet.

The inhabitants of Coira Molena, province of Havana, have sent a telegram of condolence to the president of the colonial cabinet over the loss of the fleet.

Cervera Now on the Town. Headquarters of General Shafter, Kingston, July 9.—Admiral Cervera has been transferred from the Gloucester to the Iowa, and is being treated with every consideration. In a brief interview today he said he was ordered to leave the harbor, but refused to say from whence the order came.

Today's estimate of the Spanish loss in the naval battle placed it at 1,200 killed and 1,500 captured. The American loss was one killed and two wounded.

HOBSON EXPLAINS

How the Lieutenant Escaped From the Merrimac.

TAKEN OFF IN A LAUNCH

The Brave Men Surrendered to Admiral Cervera—Under the Enemy's Terrible Fire—Forced to Lie on Deck Until Daylight—Splendid Discipline.

Off Santiago, via Kingston, July 11.—The return of Assistant Naval Constructor Hobson to his ship, the flagship New York, was marked by wild enthusiasm. When Hobson sat once more among his messmates, he told the story of his experience, his marvelous escape and his imprisonment in Morro castle.

"I did not miss the entrance to the harbor," he said, "as Ensign Powell, in the launch, supposed. I headed east until I got straight in. Then came the firing. It was grand, flashing out from one side, then the other, from those big guns on the hills, the Viccaya lying inside the harbor, joining in."

"Troops from Santiago had rushed down when the news of the Merrimac's coming was telegraphed, and soldiers lined the foot of the cliffs, firing wildly across and killing each other with their rifles."

"The Merrimac's steering gear broke as she got to Estrella point. Only three of the torpedoes on her side exploded when I touched the button. A huge submarine mine caught her full amidships, hurling water high in the air and tearing a great rent in the Merrimac's side. Her stern ran up on Estrella point."

"Chiefly owing to the work done by the mine, she began to sink slowly. At that time she was across the channel, but before she settled the tide dried her around."

"We were all aft, lying on the deck. Shells and bullets whistled around us. The six-inch shells from the Viccaya came tearing into the Merrimac, crashing into wood and iron and passing clear through, while the plunging shots from the forts broke through her decks."

"Not a man must move," I said,

and it was only owing to the splendid discipline of the men that all of us were not killed, as shells sailed over us and minutes became hours of suspense. The men's mouths grew parched, but we must lie there until daylight, I told them."

"Now and again one or the other of the men lying with his face glued to the deck and wondering whether the next shell would come our way, would say, 'Hadn't we better drop off now, sir?' But I said, 'Wait till daylight.' It would have been impossible to get the catamaran anywhere but to the shore, where the soldiers stood shooting, and I hoped that by daylight we might be recognized and saved."

"The grand old Merrimac kept sinking. I wanted to go forward and see the damage done there, where nearly all the fire was directed, but one man said that if I rose it would draw the fire on the rest; so I lay motionless. It was splendid the way those men behaved. The fire of the soldiers, the batteries and the Viccaya was awful."

"When the water came up on the Merrimac's decks the catamaran floated amid the wreckage, but was still made fast to the boom, and our heads being above water."

"A Spanish launch came toward the Merrimac. We agreed to capture her and run. Just as she came close, the Spaniards saw us, and half a dozen marines jumped up and pointed their rifles at our heads."

"Is there any officer in that boat to receive a surrender of prisoners of war?' I shouted. An old man leaned over under the awning and waved his hand. It was Admiral Cervera. The marines lowered their rifles, and we were helped into the launch."

"Then we were put in cells in Morro castle. Afterward we were taken into Santiago. I had the court-martial room in the barracks. My men were kept prisoners in the hospital. From my window I could see the army moving across the open and being shot down by the Spaniards in the ride pits in front of me. The Spaniards became as polite as could be. I knew something was coming, and then I was exchanged."

Staring in Guantanamo. Playa del Este, Cuba, July 11.—A Spanish soldier, terribly emaciated and so weak that he could hardly walk, was picked up by men from the United States gunboat Annapolis today, at a point near the entrance to the upper bay. According to his story, there are many Spanish soldiers in Guantanamo in the same condition of starving. He says there is absolutely nothing to eat there, and that the Spaniards are daily being murdered.

Gold From Alaska. Seattle, July 9.—According to a letter just brought down from Unalakleet, the river boat Governor Pingree is at that port disabled. The boat will be unable to proceed until extensive repairs have been made.

Another letter received here says the schooner Hattie I. Phillips left St. Michaels carrying 40 miners, who had over \$200,000 in gold dust. The mine owner says the schooner left last week \$2,000,000 in gold dust aboard.

USED THE MACHETE.

Cubans Showed No Mercy to the Spanish Prisoners.

Before Santiago, via Kingston, July 11.—One secret of the determination of the Spanish soldiers in Santiago to fight to the death was the belief which prevailed generally among them that prisoners taken by the Americans would be put to the sword.

It is known that after the fall of El Gaucho July 1 the Spanish soldiers who escaped along the foothills marched directly into General Garcia's men, posted to the north of Santiago. They fought desperately, but were shown no mercy by the Cubans, and were marched to the last man. General Delino, who was in command, was brutally mutilated. The knowledge of this massacre found its way into Santiago and prompted the Spaniards to die rather than surrender.

The voluntary surrender of some of the wounded Spanish officers and men has dispelled the delusion, and is helping to induce General Toral to consider the proposition to capitulate.

After the fall of El Gaucho the Cubans sacked the town. Information of the two outrages were issued orders that any Cuban found rifling the bodies of dead or wounded Spaniards would be promptly dealt with.

To prevent the possibility of Cubans plundering Santiago when it capitulates it has been decided to forbid the Cubans entering the town.

CONDITIONS IN HAVANA.

The Poor Are Dying of Starvation in the Streets. Kingston, Jamaica, July 11.—The British cruiser Talbot, which left Havana Tuesday, arrived at Port Royal today with 23 passengers, among them Sir Alexander Gollan, British consul-general at Havana, and Mr. Higgins, of the British consulate there, both on leave, which is given as the only explanation of their departure. Mr. Jerome has been left in charge of British affairs in Havana. Mr. Higgins said:

"The city of Havana is quiet, and there are no new complications. The well-to-do inhabitants are subsisting tolerably, but the poor are dying of starvation in the streets. There are many signs of terrible misery. The barracks are filled with starving women."

"The soldiers are fairly well fed. General Blanco has been sending troops into the interior. It is said on

route to Santiago, but I do not see how they will get there.

"The blockade is maintained, and vessels are frequently turned back. Everybody is anxious for the conclusion of the war, though the soldiers wish to fight, and all the officials are resolute. There is no flour in Havana, and no beans, while yams are scarce."

Sir Alexander Gollan declined to say anything on the condition of things at Havana. The other passengers on the Talbot are for the most part wealthy refugees.

LOSSES AT SANTIAGO.

Washington, July 11.—The war department has received the following from General Shafter, giving as far as practicable a statement of the total casualties in each division except General Wheeler's as a result of the recent fighting:

Lawton's division—Killed, 4 officers, 74 men; wounded, 14 officers, 318 men; missing, 1 man.

Kear's division—Killed, 13 officers, 87 men; wounded, 26 officers, 856 men; missing, 62 men.

Bates' brigade—Killed, 4 men; wounded, 3 officers, 26 men; missing, 5 men.

Signal corps—Killed, 1 man; wounded, 1 man.

General Wheeler's report has not yet been received.

MANILA SPARED FOR A TIME.

Chicago, July 11.—A special cablegram to the Record from its correspondent with Admiral Dewey's fleet at Manila bay, July 7, via Hong Kong, says:

The American troops under General Anderson, which have reached the Philippines, are now comfortably quartered in the Spanish military barracks at Cavite, and are busy preparing for active service against the Spaniards. No attack on Manila is probable before the arrival of the second detachment of troops under General Greene, which is expected soon. The presence of soldiers and marines is considered insufficient to protect life and property in Manila in the event of the capitulation of that city. The soldiers, however, are all eager to begin the fighting.

STARVING IN GUANTANAMO.

Playa del Este, Cuba, July 11.—A Spanish soldier, terribly emaciated and so weak that he could hardly walk, was picked up by men from the United States gunboat Annapolis today, at a point near the entrance to the upper bay. According to his story, there are many Spanish soldiers in Guantanamo in the same condition of starving. He says there is absolutely nothing to eat there, and that the Spaniards are daily being murdered.

A HORROR AT SEA

Steamer La Bourgogne Went Down With 562 Souls.

COLLISION OFF NOVA SCOTIA

Ran Into the Ship Cromartyshire in a Dense Fog—Less Than Two Hundred Saved—Fleeting Cruelty of Sailors Prevented More Being Rescued.

Halifax, N. S., July 8.—In one of the thick fogs which at this time of the year hang like a pall over the grand banks and Sable Island in the North Atlantic, occurred early Monday morning one of the most appalling ocean disasters in the annals of trans-Atlantic commerce, and in fact in the history of steam sailing of the world. Almost without a moment's warning the French liner La Bourgogne, with 726 souls on board, was run down by the iron sailing ship Cromartyshire, and sunk within half an hour, carrying with her to the ocean's bottom over 500 of her passengers and crew, while the rest who were not drowned by the fearful collision struggled and fought for life until 163 were at length rescued by the crew of the Cromartyshire, which ship survived the collision.

If the words of the passengers who were dragged aboard the Cromartyshire and later brought into this port by the steamer Greogary, are to be believed, the last few minutes on board the La Bourgogne witnessed some of the most terrible scenes of horror and cruelty that have blotted the history of a civilized race. Instead of the heroic discipline which so often has been the one bright feature of such awful moments, the crew of the steamer fought like demons for the few lifeboats and rafts, battering the helpless passengers away from their only means of salvation, with the result that the strong overcame the weak, for the list of 163 saved contains the name of but one woman.

The disaster occurred at 5 o'clock in the morning, Monday, about 80 miles south of Sable Island, which lies nearly 100 miles off this port. The Bourgogne had left New York, bound for Havre, on the previous Saturday, while the Cromartyshire was on its way from Glasgow with a crew of 21 men. Although the trans-Atlantic ships have a definite course, the Bourgogne was, by all accounts, 40 miles or more to the north of these lines. The fog was very dense and the Cromartyshire was sailing along with reduced canvas and blowing the fog horn. Suddenly out of the fog rushed a great steamer, and in a moment there was a fearful crash, the iron prow of the ship plunging into the port side of the steamer, just under the bridge. The shock was terrific, and tore a tremendous hole in the steamer, while the entire bow of the ship was demolished.

Half an hour after the collision the misty curtain went up, giving a clear view for miles, and then it was that those on the Cromartyshire realized the fearful struggle for life on board the Bourgogne, the collision having come so suddenly and at such a time in the morning that few besides her crew were on deck, but the shock roused nearly everyone, and within a few minutes the decks were crowded.

At first it seemed as if there was some attempt at discipline. A few of the boats were swung off and some of the passengers allowed to get into them, but as the steamer began to tremble and list to port, the officers lost control of the crew, and a panic ensued.

Passengers and crew fought for the boats and life rafts, the strong battered down the weak, the women and children being pushed far away from any hope of rescue. Fists, ears and even knives were used by some of the demons to keep their places.

The officers seem to have been powerless over their men, and only four were saved. The fight for life on the decks of the steamer did not last long, for in a little more than half hour she gave a long lurch to port and went down.

As the ship sank beneath the surface, the vortex of the water sucked down everything on the surface within a certain radius