

## A SEA HORROR.

Over 500 Lives Lost in a Collision in a Fog.

### FRENCH STEAMER SUNK.

Women and Children Beaten Back from Lifeboats.

ONLY 165 WERE RESCUED

On Morning of July 4, Big French Ocean Liner and British ship Cromartyshire Came in Collision About Sixty Miles South of Sable Island and Within a Few Minutes La Bourgogne Was at the Bottom of the Sea With Most of Her Human Freight, Only Two First-Class Passengers Being Saved.

A Halifax, N. S., special says:—The French liner La Bourgogne, which left New York July 2, for Havre, France, with 503 passengers and a crew of 222, sank after a collision early Monday morning and 560 persons were drowned.

The disaster occurred at 5 A. M. Monday, in a thick fog, sixty miles south of Sable Island, and about two hundred miles south-east of Halifax.

La Bourgogne, which is said to have been going at a 17-knot speed, was run into by the British iron ship Cromartyshire, and sank half an hour after.

The Cromartyshire, though her bow was torn away, laid by and picked up the 165 persons rescued. Of these 106 were members of the crew and 59 were second-class and steerage passengers. No one of the first-class passengers was saved. The captain and other deck officers went down with the ship.

On Monday afternoon the Cromartyshire sighted and signaled the alien liner Greelan, and the latter took on board all the La Bourgogne survivors and then towed the Cromartyshire to this port.

Three hundred women and children are said to have been on the La Bourgogne, but only one woman was saved. She was nobly protected and rescued by her husband, Prof. A. D. Lacasse, of Plainfield, New Jersey.

Some of the scenes enacted on board the La Bourgogne, just after the collision were terrible to witness. Men fought for positions in the small boats like raving maniacs. Women were forced back and trampled by men who made self-preservation their first object. On board were a large number of the lower class of Italians and other foreigners, who, in their frenzy, stopped at nothing that promised safety for themselves.

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.

In one boat was a party of forty women, but so great was the panic that not a hand was raised to assist in its launching. The occupants, so near saved, were drowned like rats when the ship, with an awful hissing sound, went down.

So desperate was the situation that an Italian passenger drew his knife and made direct at one who, like himself, was endeavoring to reach the boats. Immediately his action was imitated in every direction. Knives were flourished and used with effect. Women and children were driven back to inevitable death at the point of weapons. The owners of which were experts in their use. According to stories of survivors, women were stabbed like so many sheep.

The scene on the water was even worse. Many of the unfortunates were struggling in the water, attempting to drag themselves into the boats or on rafts. These were pushed back into a watery grave. Here, too, knives were used freely.

Not all the dead met death by drowning. Christopher Brunson saw a sailor belonging to the Bourgogne strike a passenger over the head with a bar and kill him. The body dropped into the water. The passenger had grabbed the boat in which the sailor was and attempted to get on board.

One passenger said the officer and crew of La Bourgogne neglected the passengers entirely. The second officer was the only man who did anything to help the terrified and helpless passengers. He lost loose all the boats he could, and, in fact, all the boats that were launched were launched by the brave second officer. He was last seen standing on the deck, with his hand on the rigging, going resignedly to certain death.

Among the survivors are a party of Assyrians and Armenians. There were seventy-five Assyrians in the party when it left New York. All but eight perished. One of the eight lost his wife and two brothers and ten other relatives. Another lost two daughters. Only one of thirteen Armenians survived. The Assyrians were bound to their homes near Damascus, and every one had had from \$100 to \$200 saved. They lost it all.

On board the steamer Greelan the Assyrians wept like children and would not be comforted.

The one surviving Armenian tells a sorrowful tale of the drowning of an Armenian priest and his family who got into a boat with some thirty other people. The crew made no effort to launch the boat. The priest stood up, and, with uplifted hands, prayed aloud.

When the steamer was about to take her final plunge the captain blew the steam whistle as a farewell to the boats, and he was shortly engulfed.

### THE TERROR STILL AFLOAT.

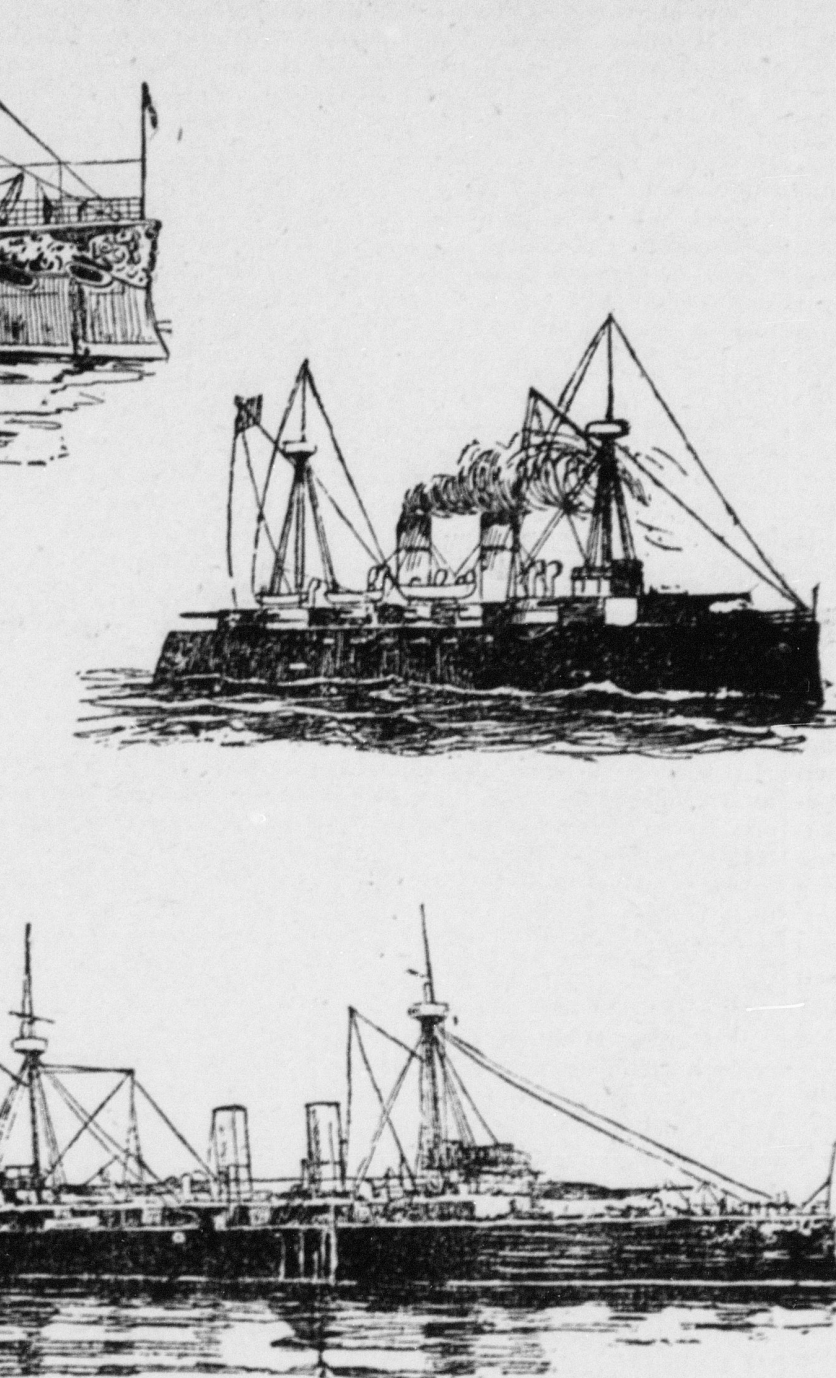
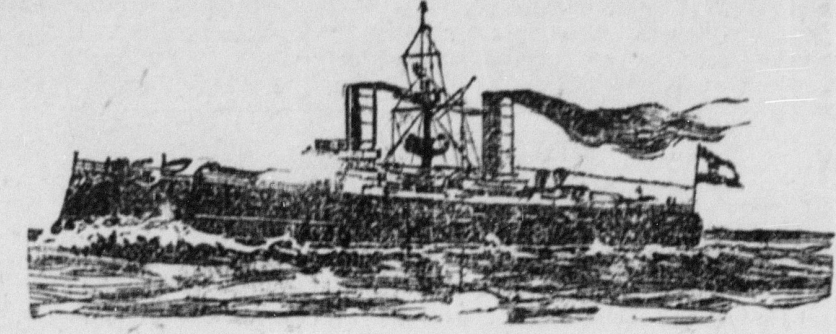
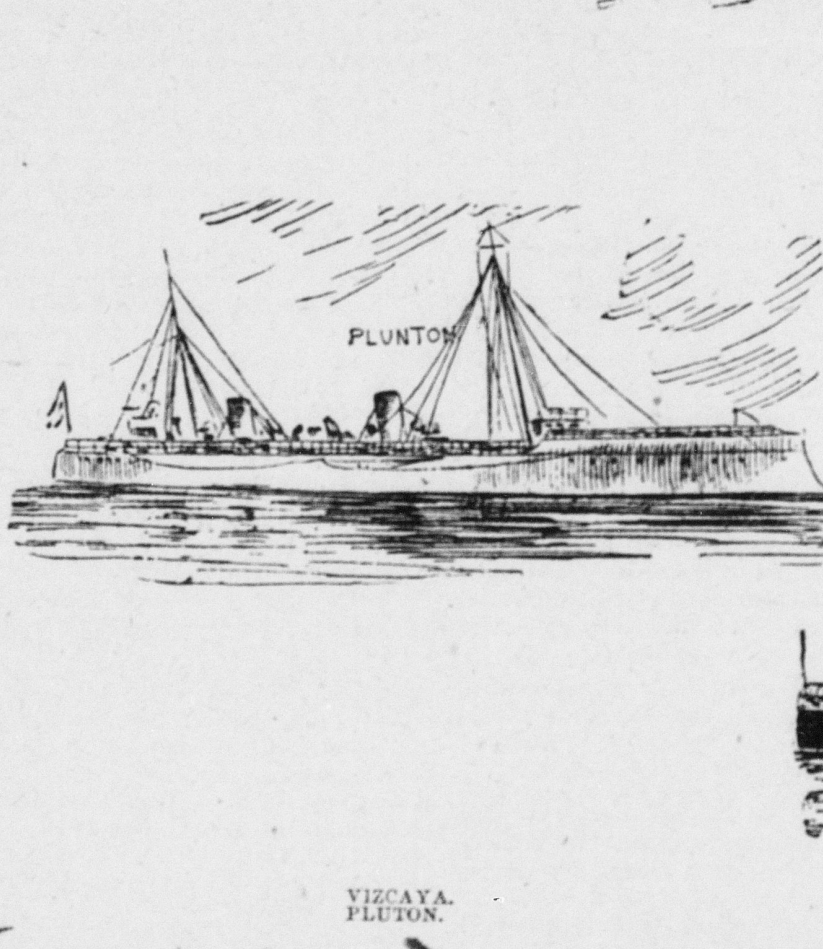
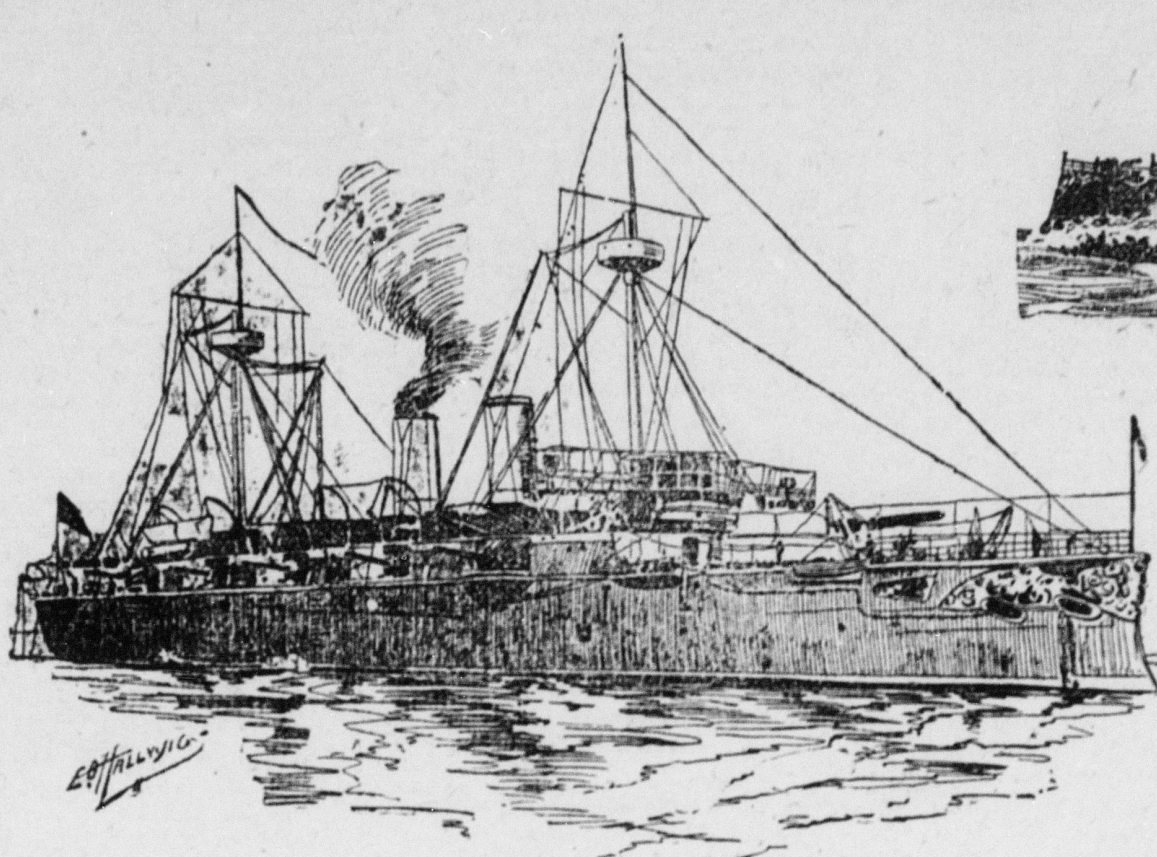
The St. Louis Has An Engagement With the Spanish Destroyer.

The announcement is made at Cape Haytian that a dispatch from San Juan de Porto carried to St. Thomas by a carrier-pigeon, asserts that the United States auxiliary cruiser St. Louis has an engagement with the Spanish torpedo-boat destroyer Terror, and killed the engineer and five men.

The same dispatch says a number of volunteers have offered themselves for service to the military authorities of San Juan.

Newark Responsible for Collision. Captain Lyons, of the Dolphin, now lying at Norfolk, has just made his report to the Navy Department upon the collision which that vessel suffered with the Newark a week ago. Thick weather is believed to have been the primary cause of the accident, but the Dolphin's commander also charges the Newark's people with the responsibility for the collision. It will take two weeks to repair the Dolphin's smashed stem.

## ADMIRAL CERVERA'S FLEET.



CHRISTOBAL COLON, INFANTA MARIA TERESA, ALMIRANTE OQUENDO.

## GREAT SEA FIGHT.

How Admiral Cervera's Fleet Was Wrecked.

RIDDLED WITH SHELLS.

Heavy Armor Was Perforated With Projectiles.

### GLOUCESTER'S WORK.

The Little Auxiliary Cruiser Fought All the Enemy's Fleet At One Time—The Spanish Admiral Became a Prisoner of Lieutenant-Commander Wainwright, Formerly of the Maine, Who Said To Him: "I Congratulate You, Sir, You Have Made As Gallant a Fight As Ever Was Made On the Sea."

Scattered along the shores for miles to the west of Morro Castle, lie the armored cruisers and torpedo-boat destroyers that comprised Admiral Cervera's fleet. In a ranging fight of two hours these vessels, the cream of the Spanish navy, were almost completely annihilated Sunday morning by powerful ships of Admiral Sampson's fleet.

Admiral Cervera, after making as plucky a fight against overwhelming odds as is recorded in naval history, was compelled to surrender. He was taken as a prisoner of war, together with every man in his fleet not drowned or killed in the action.

The Spanish Admiral was wounded in one of the arms. His splendid ships, the Cristobal Colon, flagship, the Vizcaya, Almirante Oquendo and Infanta Maria Teresa, and the torpedo-boat destroyers Furor and Pluton, lie on the Cuban rocks, shell ridden, smoking hulks.

### Cervera Surrenders His Sword.

Cervera, on the Colon, made the longest run toward liberty. He yielded to fate only in the face of death, and is a prisoner now on the Gloucester, which before the war was J. Pierpont Morgan's yacht Corsair.

When his ships, all afloat, were pounding on the shore, ten miles of Santiago, a boat from the Gloucester put out to him and he gave his sword to Lieutenant Morton, who was in charge of the boat. When he went aboard the Gloucester he was met by Lieut.-Com. Richard Wainwright, who was the watch officer of the Maine the night she was blown up in the Havana harbor.

"I congratulate you sir," said the lieutenant-commander, as he grasped the hand of the Spanish admiral. "You have made as gallant a fight as ever was made on the sea."

Wants to Give a Flag to Heroes. General Miles has received the following telegram from Mrs. Donald McLean, of New York: "I beg permission to present when possible a star-spangled banner to the Twenty-first Infantry heroes, whose singing of the national anthem in the jaws of death thrilled the very soul."

### Three Out of Four Now Lynched.

At 1 o'clock the other morning a mob took Goode Gray, a colored man, from the county jail at Buxton, Ark., and lynched him. He was one of four colored men charged with the murder of Bart Frederick several months ago. Two of Gray's accomplices have been lynched at different times.

It is estimated that about 1,500 prisoners were taken. Of these 475 were taken by the Iowa, Capt. Robley D. Evans.

From the very first of the fighting the little Gloucester was in the thickest of it. At one time she was pouring her six-pounder shells against the entire Spanish fleet, while the guns of Morro Castle were making her their target. She riddled the Spanish destroyers and fought the Vizcaya and Oquendo as fiercely as if she were a battle ship.

### A Splendid Naval Dash.

Magnificent beyond description was the bold dash by which Cervera attempted to get his fleet out of Santiago harbor. Cervera himself led the way with his flagship, the Cristobal Colon. It was to be a dash to liberty or to death, and the Spanish admiral made the plunge with eyes open.

Sunday quiet rested over the entrance to Santiago harbor. No signs of life were visible about old Morro. Beyond and toward the city of Santiago all was still. After two days of fighting the armies of both nations were resting in their trenches. Off this way, for half a dozen miles from shore, most of the vessels of Admiral Sampson's fleet lay lazily at anchor.

Admiral Sampson had set out in the morning to dislodge the Spanish from their works at Aguadores where the Michigan troops were repulsed along the line of railway Saturday morning while they were marching westward to seize the Morro battery and blow up the fort. The American torpedo-boats were not with the fleet. When Admiral Sampson left the Morro the battle ships and the cruiser Brooklyn were grouped off the harbor mouth.

### Colon Dashed Out First.

It is not known whether Admiral Cervera blew up the Merrimack or passed it in single column. The Cristobal Colon first glided out of the harbor and shot to the westward. Her two funnels and high black bulwarks showed plain against the green of the hills, her pennant and the Spanish red and yellow ensign waving above.

In a few seconds the American fleet was in motion, the Indiana, which was closest, heading straight in shore to get close range. The Spaniards opened fire with an 11-inch Hontoria gun, and mighty fountains of water rose above the battle ship and wet her decks. The shell fell near her bow.

The Indiana replied with her 12-inch guns, and a moment later let go everything she could bring to bear.

One of the first shells fell on the Spanish cruiser's deck. Cervera was then going on the shore, ten miles of Santiago, a boat from the Gloucester put out to him and he gave his sword to Lieutenant Morton, who was in charge of the boat.

When his ships, all afloat, were pounding on the shore, ten miles of Santiago, a boat from the Gloucester put out to him and he gave his sword to Lieutenant Morton, who was in charge of the boat. When he went aboard the Gloucester he was met by Lieut.-Com. Richard Wainwright, who was the watch officer of the Maine the night she was blown up in the Havana harbor.

"I congratulate you sir," said the lieutenant-commander, as he grasped the hand of the Spanish admiral. "You have made as gallant a fight as ever was made on the sea."

### Three Out of Four Now Lynched.

At 1 o'clock the other morning a mob took Goode Gray, a colored man, from the county jail at Buxton, Ark., and lynched him. He was one of four colored men charged with the murder of Bart Frederick several months ago. Two of Gray's accomplices have been lynched at different times.

than remain and blow up his own ships in the harbor of the beleaguered city.

### Spanish Fired Broadside.

Cervera's flag was hidden for a time as he fled westward, his port broadside emitting flashes of flame, which marked his progress. For the next five minutes he ran a gauntlet such as few ships had ever run in history.

The Indiana fell on the Oquendo, paying no heed to the Morro battery, whose guns tried hard to protect the cruiser as she moved to the westward. The Iowa let Cervera go on into the hands of the Oregon, Massachusetts and Brooklyn, and then turned, with the Texas, to pound the Oquendo.

Soon every American ship in the vicinity was in action. Smoke shrouded the coast and blew away lazily, revealing gyrations about the ships where the Spanish shells from the cruisers and the Morro tore the water.

Another ship emerged from the harbor. It was the Vizcaya, coming at full speed, smoke curling over her bow as she took her course to the westward and brought her bow guns into play.

Next came the Infanta Maria Teresa and Spain's two dreaded torpedo-boat destroyers, perhaps two hundred yards apart. The Maria Teresa was received with a terrific storm of shells. Smashed and on fire she was beached close to the Morro.

### American Strategy.

The Iowa steamed for a time forward with the Oquendo and the Indiana did the same with the Vizcaya. As the fight thus moved westward it became clear that the Americans were willing that the Spanish ships should run far enough from the Morro to lose the aid of the guns there, and in twenty minutes this was done.

This was a bit of strategy which was developed under fire and which was accepted at once by all the American ships without orders. In fact, the smoke often made it impossible to see the signals which Commodore Schley was making from the Brooklyn so tremendous was the firing all along the line.

Both the Oquendo and the Vizcaya were sometimes within a thousand yards of the Indiana. The range varied, but, as a rule, it was short and extremely deadly. Nevertheless, the high speed and thick armor of their class stood the Spanish ships in good stead as they followed in the path of honor marked out by Admiral Cervera.

Three quarters of an hour after the action began it was evident that the Spanish had many guns disabled and would have to surrender. There were terrible casualties on the enemy's ships. As the smoke cleared a little one could see the Spanish flagship, her port broadside spouting smoke, still holding on to the westward.

The Texas and the Massachusetts joined the Indiana and the Iowa. The Oquendo and the Vizcaya hugged the shore and steamed after Cervera on the Colon, to go with him to defeat and death.

### Ships Set on Fire.

Shells burst on the decks of the Spanish cruisers at short intervals. Often the ships

were on fire, but again and again their crew extinguished the flames and manned again and again the guns from which they had been driven.

The green coast smoked with the shells which flew over them, and crashing sounds heard amid the thunder of great rifles told of armor-piercing shells driven into and through the protected sides of Cervera's ships. Still they fired. Their shots fell about the Indiana and Iowa thickly.

### Great Work of the Gloucester.

Lieutenant-Commander Wainwright, of the Gloucester, like Nelson, seemed to have a blind eye. If he was signaled to pull out, he remained, with his six-pounders to do work which was both heroic and astonishing. At one time the Gloucester was being fired at by the Vizcaya, both torpedo boat destroyers and the Morro battery. That she was not sunk and that she had enough men left to work her guns was marvelous.

She lay close in to where the Vizcaya came out, and ran along parallel, firing at the cruiser as fiercely in proportion to her size as did the Indiana and Iowa. Captain Euliste probably feared a torpedo from the Gloucester, for he turned loose his secondary battery at her as he passed on into a storm of shells from the battleships.

Then the destroyers came on, and the Gloucester accepted them at once as a part of her contract. These destroyers were strong in machine guns and guns of the three and six-pounder class. It seemed that smoke jets burst from them in twenty places as they slipped along after the Vizcaya. The water all about the Gloucester was kept splashing by shells and by bullets from machine guns. But the yacht steamed ahead, keeping the destroyers directly between her and the shore and hammering them. The Morro was throwing shells from behind, and occasionally the Vizcaya turned a gun or two to aid her followers.

The yacht was often completely hidden by smoke.

In ten minutes the fire of the destroyers slackened, but, although some of their guns were disabled, their machinery was all right and they moved on until Morro could no longer take part in the battle.

### The New York Takes Part.

Then the New York appeared, having been summoned to return from Aguadores. She was six miles away when the destroyers saw her. The Morro thundered at Sampson when he came within range, but the admiral never heeded, seeing only in the distance the dim forms of the Vizcaya and the Oquendo, hopelessly hemmed in by a circle of fire, and in the foreground the Gloucester fighting two destroyers at short range.

When the destroyers saw the flagship they sped away from the Gloucester and tried to overtake the Vizcaya and get into shelter on her starboard side. If that could not be done there ought to be a chance to torpedo the Indiana and break through our line to the open sea, where speed would save them, but the Indiana steamed in shore and the Iowa went further away.

The Indiana's secondary battery had the first destroyer's range, and rained shells

upon her. Splintered and torn, but still with their steering gear and machinery intact, both destroyers turned back to run to the harbor and seek safety inside, but it was too late. The fight had been carried nearly four miles west of the Morro, and the New York was already past the harbor mouth.

The Gloucester was ready for the destroyers close at hand. She and the destroyers and the Indiana formed a triangle of which the destroyers were the apex, and the American line, converging, was two fierce for human beings to withstand.

### A Carnival of Destruction.

One destroyer drifted into the surf of fire a battered wreck, and then crept on toward the Gloucester and the New York, with her guns silent and showing a flag of truce. She was on fire, and her crew ran her ashore to save the lives of those who had escaped the shells. She blew up soon after they abandoned her.

The Spanish admiral was lost in smoke to the westward, when the Oquendo went ashore, with flames bursting from her decks. The Iowa, Indiana, Texas and Massachusetts ceased firing, the Massachusetts going to join the Oregon and the Brooklyn, in hunting up and smashing Cervera's ship.

Once headed off the Oquendo turned into a small bay four or five miles west of Santiago, where she lay close to the land. With an ever-weakening broadside the Vizcaya followed, first heading out as if to break through the line of battle. The Indiana and Iowa closed in, and their formation made her escape in that direction impossible.

Captain Euliste then attempted to reach the east side of the bay, occupied by the Oquendo, but in vain. Her guns, with the exception of those forward, were out of action. Here her guns were still fired at intervals. Those who were not working the bow guns crowded forward to escape the smoke and fire aft.

The Oquendo was soon ashore, her guns silent and smoke rising in thick, black clouds from her.

There was a thundering of guns to the westward now, and flashes told that Cervera still fought, but to the eastward of his ship lay the burning wrecks of his two destroyers.

The torpedo boat Ericson was seen coming along with the New York. The Indiana and the Iowa were closing in, and shell after shell burst above and aboard the Vizcaya. Euliste hoisted a white flag as his ship went ashore to save the remnant of his men. Simultaneously up went a flag of white on the Oquendo, and down came the flag of Spain.

### But One Ship Left.

An hour and a half had elapsed since Cervera left the harbor, and of the vessels which came out only his flagship was still in action.

The Morro battery still stormed impotently at the New York. The American army, with a thousand dead and wounded, was not yet in Santiago, but Cervera's fleet was destroyed, and Cervera himself was only struggling on because he wished to make his defeat glorious in the eyes of the attentive world.

He had proven, at least, that he was not bottled up so tightly as was supposed. He had lost nearly all his vessels, and perhaps more than half of his men, but his person was still flying and some of his guns were still in action.

Cervera passed the bay in which the Oquendo had sought refuge and held on a due westward course close to the land, but evidently nourishing the desperate hope that he might break through the line and reach free water. He had passed in succession the Indiana, the Iowa and the Texas, not to speak of the little Gloucester, which spouted six-pounder shells at him. Since his flag had appeared outside the harbor his ship had been struck again and again. By this time the Vizcaya and the Oquendo were beaten, but in spite of the twelve and thirteen-inch shells that were rained upon him at a range which was short for such guns, in spite of the fact that his boilers and machinery was damaged, he held his course. From a point a mile west of the Morro the Cristobal Colon was invisible frequently in low-hanging smoke from her own guns and also that which drifted in shore from the battleships.

Cervera Headed Off. At half-past eleven o'clock Cervera saw the Oregon coming in shore ahead of him to round him to. The smoke was very thick. The firing was incessant.

Cervera's available guns were no longer well served. Shells had set fire to his ship near the stem, and the flames were controlled with difficulty, but the Spanish admiral altered his course and headed off from the coast, as if to attempt to pass between the ships and run for it.

It was impossible. The Iowa and the Texas were already moving down to close the gap, and the Spanish flagship, raked by the Oregon and the Brooklyn at from a thousand to three thousand yards, and by Iowa and the Texas at longer range, turned in shore again and ran for the rocks, where the surf was breaking. Cervera still replied occasionally.

### Flagship in a Blaze.

But his ship moved slowly now, as if disabled, and in a few minutes more his guns were silent. Black smoke replaced the swirling white. The flagship was aflame. Her men had been unable either to work the guns or smother the flames caused by bursting shells, and she was headed for the rocks.

She struck how on and rested there. Red flames burst through the black smoke and soon a pillar of cloud rose straight up a thousand feet and then bent against the green mountain.

Cervera's ship was hopelessly lost. The American battleships ceased firing before she struck, and ran in, apparently with the intention of saving the survivors as prisoners. This was evidently expected by the Spaniards, hundreds of whom thronged the forward deck, watching the flames eating their way toward them. These were taken prisoners.

### An Accident and a Drowning.

At Fort Macon, N. C., in firing the annual national Fourth of July salute of six guns, a shot exploded prematurely and seriously, if not fatally wounded Artilleryman Charles Roeler. His eyesight is destroyed and face, arms and chest badly burned.

### NO FORMAL ALLIANCE.

Rosebery's Words on the Anglo-American Understanding.

The Earl of Rosebery, presiding at a lecture given at the Colonial Institute, London, on "The English Speaking Brotherhood," warmly advocated an Anglo-American understanding, which would be fraught, he said, with the best destinies for mankind.

"We must be prepared," said Lord Rosebery, "to hold our own, though not necessarily by war, in the great struggle for the division of the world which seems pending. Naturally we look upon the United States as seeking interests and having sympathies that coincide with our own, but it is unnecessary to draw a formal band of alliance."

### ABOUT NOTED PEOPLE.

It is said that Patti has a phonograph in her castle into which she frequently sings, occasionally lending the resulting cylinders to friends at a distance.

Two magnificent candelabra from the Royal Porcelain manufactory at Berlin have been sent to Queen Victoria by the German Emperor and Empress as birthday presents.

Miss Matilda Middleton, well known in Paris through her exquisite miniature, has returned to her home in Chicago, and has opened a studio there. One of the best of her recent miniatures is that of United States Marshall J. C. Ames.

### Lightning Destroys a Paper Mill.

Lightning struck and destroyed the large paper mill of Shryock Brothers, at Middle Spring, Franklin county, Pa. Five houses were also burned and the Middle Spring Presbyterian Church partially destroyed. Wheat fields were ablaze in the vicinity and for a time it looked as though the town would be wiped out by the fire. The Middle Spring Church is one of the oldest in this section of the State.

### Capt. Karl Brandes Dead.

Captain Karl Brandes, a heroic soldier of the Civil War, and formerly captain of the Sixty-eighth New York Volunteers, is dead. Captain Brandes was well known in New York city, where he lived a number of years.

### FIELD OF LABOR.

Chicago bakers have struck.

Salem, Ohio, has a chewing gum makers' union.

Waco, Tex., hasn't a non-union railway employee.

Muncie, Ind., street car men get \$1.65 for eleven hours.

Toledo steam and hot-water fitters demand \$3 a day.

Boston Printers' Union will celebrate its fiftieth anniversary.

Springfield unions will establish a co-operative shoe store.

Philadelphia Water Bureau laborers get \$1.75 for eight hours.