

SURVIVORS OF LA BOURGOGNE

More Details of the Calamity Learned From Those Who Have Arrived at Boston From Halifax

Table with 3 columns: Category, Saved, Drowned. Includes rows for First-class passengers, Second-class passengers, Storage passengers, Officers and crew, and Totals.

FIRST DUTY OF A SAILOR

Is to Protect His Ship and the Passengers, No Matter What the Peril Encountered.

New York, July 8.—The expressions of horror heard on every hand regarding the Bourgogne disaster are coupled with equally strong sentiments of indignation over the stories of the cowardice and brutality of certain members of the crew in fighting and perhaps killing the passengers in order to save their own lives.

The first duty of a sailor," said Mr. Henry W. Unger, assistant district attorney, "is to the passengers. The law, as laid down by the highest courts in this and foreign countries, is that the sailor is bound to undergo whatever hazard is necessary in order to preserve the ship on which he sails and the passengers it carries.

New York World Queries. The officers of the Bourgogne are dead. It is too late to question them as to their management of the ship. They died at their posts, and it would be life as well as unfeeling to reproach them.

But above them in authority was and is the company that owns the ships of the French line and controls those that are set to sail them. The company owes the public some explanations.

Why was the ship speeding eastward in the lane set apart exclusively for west-bound steamers? Have not ship captains and the newspapers repeatedly warned the French line steamers of the danger and folly of that practice?

Why was all discipline lost the moment the disaster occurred? Why was the crew left to its own selfish and savage impulses instead of being restrained by the high hand of authority and made to do its duty?

Why were not the elaborate life-saving appliances used effectively? Why were not the boats lowered from the davits, loaded with the women and children, and properly manned and cut loose, as sea law and humanity required?

Why was there only one woman saved out of 178? Why were none of the children saved? Why were members of the crew permitted to brain women and children and other passengers with boot-holes in order that they might save themselves?

Why was there not an officer at each boat, with a ready pistol, to shoot down these mutineers and compel that order which looks to the rescue of the women and children to be the first object in every slipper?

LA BOURGOGNE'S DEAD.

There were 714 souls on board, of whom 550 were drowned. One was a St. Catharines man.

There were 714 souls on board, of whom 550 were drowned. One was a St. Catharines man. The steamer Halifax arrived here this morning, having on board 162 survivors of La Bourgogne.

Some Further Details. The correspondent of the Associated Press took passage on the Halifax for the purpose of learning from the survivors of the details of the disaster that had been possible in the short time between their arrival at Halifax and the departure for New York.

"IT IS MURDER!"

Veheement Denunciation by People Who Had Loved Ones on Board the Vessel.

New York, July 8.—Paul Faguet, acting agent of the French line, was the object yesterday of not a few heated vocal attacks on the Bowling Green offices in search of information and obtained nothing but shrugs and evasive answers for their pains.

Some of these persons, worried and excited as they were, said hard things about the line and its managers. Mrs. Steele of Philadelphia, mother of Francis P. Steele and Miss Gertrude Steele, who were first cabin passengers on La Bourgogne, called at the company's offices in a carriage yesterday, having just arrived from Philadelphia to make additional inquiries about her loved ones.

They received but cold comfort from the officials of the line. Mrs. Steele and her daughter burst into tears and Mr. Jones relieved his feelings by airing his uncompromising opinions concerning the line and its agents.

Among those on board the Halifax who could be found who were on deck at the time of the accident. The only man saved from La Bourgogne who was on deck when the ship struck was Mr. Lacasse, who left the ship at once, plunged into the water, and was rescued by the whistler.

Remarkable Escapes. Among the remarkable escapes were those of the stokers of the Bourgogne, who, although they were warned by the other members of the crew not to talk about the accident, told of their experiences. Louis Le Julien, Jean Alvany and Francois Emilio are the stokers. They were in the stoke room when the accident occurred.

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DECEASED WIFE'S SISTER BILLS

House of Lords Passed the Second Reading of the Bill. Measure Yesterday.

London, July 8.—The House of Lords today, by a vote of 120 to 46, passed the second reading of the bill of Lord Strathcona and Mount Royal (better known as Sir Donald Smith), the present High Commissioner of Canada, making marriage with a deceased wife's sister lawful.

Lord Strathcona said the bill was introduced at the express desire of the Government of Canada, and he added that nearly every colony joined in the request. The Lord Chancellor, Baron Herschell, opposed the bill.

The minority included the Marquis of Salisbury, the Duke of Norfolk, Viscount Cross and other members of the Government, the Archbishop of Canterbury, the Archbishop of York and the Bishop, while the majority included the Prince of Wales, the Duke of Fife, the Duke of Westminster, the Duke of Devonshire, the Earl of Kimberley and the Marquis of Lansdowne and all the Liberal peers.

ROSSLAND JOTTINGS. Centre Star Shipping Largely—Iron Mask and Deer Park Showing Well—Victory—Triumph.

Rossland, B.C., July 8.—(Special.)—Centre Star is shipping 500 tons this week. Iron Mask workings are all in shipping order. The showing in Deer Park continues to improve.

The east ledge on Victory-Triumph is 10 feet wide. The average assay on the surface is \$3.40 in gold besides copper.

ARM. FRED BEGG'S BODY FOUND. Had Been Missing From His Home For Five Days.

St. Catharines, Ont., July 8.—The body of Fred Beeg was found floating in the old canal to-night, below lock No. 3. His head had some small cuts. His body was fully clothed. The young man, who was 19 years of age, is a son of William H. Beeg of this city, and has been missing from his home since Monday.

WOODSTOCK'S NEW RAILWAY. The Woodstock Sentinel-Review gives prominence to the statement that within a few miles of the city of Woodstock, Ontario, a railway line will be built.

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TRUST YOUR EYES.

Crossing streets grows more dangerous daily to people on foot, and the old and young especially should learn to depend more than ever upon their eyes rather than upon their ears.

Children ought to be given lessons daily as to how to cross a street and to use their eyes rather than their ears.

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CONTINUATION OF PEACE TALK

All Quiet at Santiago—Non-Combatants Rushing to Get Away Before the Bombardment—Nothing Startling.

Despatches from European capitals still talk of intervention in the Hispano-American war. France wants to interfere, but Germany and other powers decline.

The demands of Spanish volunteers in Santiago for the surrender of the city are so loud that many of the soldiers have been imprisoned.

The food supply of Manila is growing shorter. Indignation in Madrid is increasing against Admiral Cervera and the commanders of the crews of the squadron.

Floods in the country districts around Manila are hindering the advance of the American troops.

Gen. Shafter has forwarded to the War Department a statement of the total casualties in each division of the army under his command.

It is rumored that a Spanish privateer is hovering off the British Columbia coast, to prey upon treasure ships coming from the Klondike.

Russian officials and people are said to favor a speedy peace. Spanish securities advanced in London yesterday on peace rumors.

The Italian Government has ordered two third-class cruisers to the Philippines.

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THE SCRAMBLE FOR SAFETY.

Non-Combatants Getting Out of Santiago Presented an Impressive Sight—The Sick in Front.

New York, July 8.—(Special to The Toronto World.)—A special to The Journal from El Caney, July 8, says: The exodus from Santiago to escape the threatened bombardment was an impressive sight.

The main explosion of the morning, which occurred in the forward compartment, it was found that the effect was a general bulging out in every direction.

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ALL QUIET AT SANTIAGO.

Health of American Troops Improving—Buzars Feasting on the Spanish Dead.

Washington, July 8.—The War Department has posted the following despatch: Hon. R. A. Alger, Secretary of War, Camp near Santiago, July 7.—Perfect quiet today.

The health of the American troops is improving. Buzars are feasting on the Spanish dead.

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BRUTALITY OF THE CREW.

—The Passengers. Let Them Save Themselves. Said the Fourth Engineer.

From the testimony of three persons, Otto Zeiler, from New York, Mr. Archard of Baltimore and Charles Liebra, chief cook of the St. Catharines Hotel, Philadelphia, it appears that the four engineers of La Bourgogne, who were saved, acted in the most brutal manner towards the passengers.

Mr. Liebra spoke in great praise of the captain of La Bourgogne, although that officer did not think that the collision was serious and informed those of the saloon passengers who inquired that there was no danger.

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