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MORNING

EDITION.

VOL. XXVIII., NO. 123.

THURSDAY MORNING, MARCH 19, 1891.

FEARFULLY FATAL!

The Utopia Disaster Far Worse Than First Reported!

Four Hundred and Ninety Persons Scarcely Any Women Saved of the 807 People on Board.

The Doomed Vessel Impaled on the Ram of an Ironclad.

Swift Destruction of the Unfortunate Craft—Wild Panic Seized—Passengers—Fourteen Seamen—Brave Work Done by British Seamen.

GIBRALTAR, March 18.—Another account of the Utopia disaster states that the British warship Anson was drifting before the gale, and that she rammed the Utopia about the funnel. After ramming the Utopia, the Anson is said to have reversed her engines, which caused her to back away from the Utopia, which vessel was practically impaled on the spur of the Anson's ram, and the Utopia almost immediately afterwards sank beneath the waves. Everything possible was done to save the lives of the unfortunate people on board the sinking vessel. Four seamen were washed overboard and drowned from one of the war-ship's steam launches while taking part in the history of maritime disasters. On one side was the sinking passenger ship, crowded with about 700 emigrants, who were with wild appeals for help and shrieks as they saw death awaiting them in the dark, angry waters of the Bay of Gibraltar. Overhead the clouds raged furiously, and along by the ironclad, the calamity. Right and left of the sinking vessel were the two monster ironclads, the Rodney and the Anson—powerful vessels of the British navy, which were the light of their powerful electric searchlights upon the doomed Utopia. The rescued passengers were most kindly cared for in the United States, and the bodies of the dead were taken ashore and buried in the Government hospital.

SIXTY BODIES RECOVERED. The authorities of Gibraltar are furnishing the rescued people lodging, food and clothing. The Anchor Line will take steps to forward the Utopia's survivors to their destination in the United States. Suddenly these saved were twenty of the Utopia's crew. T. Colborn, a stock broker of New York city, who was on board the Utopia, is missing. The officers and crew of the Anson state the Utopia found the ram of the Anson, and this caused the collision which resulted in her sinking. A naval court of inquiry will be convened on board the flagship Anson.

ANOTHER ACCOUNT. GIBRALTAR, March 18.—Not until now has it been possible to give a full and authentic account of the sinking of the Utopia. Early last evening the Utopia was seen steaming into the bay in the direction of the anchorage. When abreast of the ironclad Anson the Utopia staggered as though unable to make headway against the terrible current. Suddenly she disappeared beneath the waves, and the Utopia's passengers and crew were seen struggling for their lives and vainly seeking places of refuge. Twenty minutes later the forecabin was submerged and a large number of persons gathered there, but they dared not leap overboard with the hope of being rescued by the boats, and who had failed in their efforts to ascend the rigging, were carried away by the waves. The rescuers, blinded by the wind and rain, saw nothing but

A CONFUSED STRUGGLING MASS OF HUMAN ENTANGLED WITH THE MESS OF A STEAM PINNACE. Those who had taken refuge in the main rigging, but the last ones were not taken off until 11 o'clock at night. They were so exhausted that they could do nothing for themselves. The blue jackets clambered into the shrouds and passed the helpless people to the rescuers in the boats. Both the British and Swedish sailors did plucky and vigorous work. While a steam pinnace belonging to the British ironclad Anson was engaged in the work of rescue her crew fouled, and she became helpless and drifted on the rocks. In try-

ing to save themselves two of the sailors aboard the pinnace were drowned. The remainder were rescued.

NEARLY SIX HUNDRED LIVES LOST. The total number of lives lost is now placed at 574. Divers are at work recovering bodies from the wreck. Peterson, a Swedish quartermaster, who had been steering the Utopia shortly before the collision, says that just before the vessel came together he went below. While there he felt the shock of the collision and rushed from below, but before he reached the main deck the Utopia had gone broadside upon the spur of the Anson's ram. The commander of the Utopia, Captain McKeague, was on the steamship's bridge until the last moment. Peterson adds that as the Utopia was crushed by the Anson's ram he clambered up the davit of one of the masts and cut the ropes holding it. He had no time, however, to lower the boat away, as the bows of the Utopia had passed under the bows of the Anson. Peterson was rapidly sinking. Soon after, the boats of the Anson having been promptly lowered, one of the Utopia's boats was lowered, and the Utopia after the collision, and Peterson jumped into her. He says that while on board the Utopia after the collision he was surrounded by a large mass of human beings fighting their way desperately and savagely, regardless of sex, towards the boats. Men, women and children tumbled and climbed over each other in that

HORRIBLE FIGHT. For a chance to escape from drowning. One poor woman who was rescued by the Anson's blue jackets went raving mad when she was convinced her children were drowned.

The most awful scene of all occurred when the Utopia, with a final desperate lurch, sank with her human freight clinging about her. Many who had sprung into the sea were drawn down in the whirlpool of the Utopia's disappearance. Some came to the surface again for a few moments before sinking finally, while others were able to cling to pieces of wreckage until rescued by the boats. Shrieking, praying women sank to rise no more with their terrified offspring clinging to their breasts. Children were seen to contend desperately as to which of their parents was to be sacrificed to save the other. The death of both where both might have escaped had better judgment been used. Husbands and wives sank while grasping each other in frantic efforts to keep each other afloat, and many a good swimmer went down with some feeble-minded person clinging to him in the desperation of death.

AN OFFICER'S STORY. An officer of the Utopia says: "We were slowing our engines, preparing to anchor, when suddenly we found ourselves surrounded on the bows of the Anson. There was a shout from both vessels, which was instantly followed by the Anson's ram tearing into the Utopia. We found about a quarter of a mile from shore at the time. The Italians were thrown into a state of complete panic. They yelled and ran about like headless chickens. The forecabin and rigging were soon crowded and the vessel began to settle down. Presently an explosion, with a terrific report, occurred in the forecabin, killing many and throwing others into the sea. Luckily the masts held and remained some yards above the water as the vessel rolled and pitched. From 30 to 50 persons were rescued from the masts. Many men and nearly every woman clamped children to their breasts while clinging to the masts, but they were gradually cut off by shock, exhaustion and cold, and were compelled to drop their burdens and often follow themselves. Those in the lower rigging, who were not rescued, were cut off by the waves, were swept away before the first of the Anson's boats were able to reach them. Some of them had no time to get into the lifeboats, and were able to float until they were washed ashore dead. The majority of the Italians, and some of the French, were killed, reasoning men. At the height of the gale a British midship put off alone in a dingy to render assistance to the half-drowned persons who were struggling in the water. The ironclad Rodney boldly plunged into the sea, and after a desperate struggle with the waves saved a woman floating in the water.

SCARCELY ANY WOMEN SAVED. Scarcely any of the women of the Utopia were saved. Divers who have examined the wreck report there are hundreds of bodies in the stowage and between decks. During the day the bodies of 28 men and one woman were recovered here, who at various other points along the coast the bodies of six men, eighteen women, seven boys and one girl were washed ashore. One of the dead women had a child in her arms, who was the corpse of her child. The authorities and the inhabitants are assisting to their utmost in the work of mitigating the distresses of the poor people, who are still in the water, and the bodies of the dead are being taken to the shore.

THE SAVED. NEW YORK, March 18.—The agents here of the Anchor Line have received the following report regarding the disaster to the Utopia. The list of the saved emigrants consists of 390 passengers, 290 steerage passengers and 25 of the crew. Fifteen of the crew and 475 passengers were lost. The ship was not insured. The cargo was valued at \$300,000 and the steamship at \$400,000. The passengers saved will be brought over on the steamship Anson, at the time of the accident and has been ordered to Gibraltar. By this delay the Utopia's passengers will not arrive here until after the new law "that no immigrant without personal effects shall be permitted to land" goes into effect. Col. Weber said to-day that the survivors of the Utopia would probably be examined at Gibraltar, and the destitute, sick and crippled left behind, only those with baggage and able to take care of themselves being brought. The Anchor Line was notified by Col. Weber of these facts.

CHOKED HIMSELF WITH HIS BRACES. KINGSTON, Ont., March 18.—Isaac Clow, an old and respected farmer of Harrow, committed suicide on Monday evening by choking himself with a pair of braces. Mr. Clow left a large family.

W. T. Strong, druggist, has secured the agency for Halsey Bros' Homoeopathic Remedies. These celebrated remedies have the largest sale on the continent, and can be had at W. T. Strong's, 184 Dundas street.

"IRELAND A NATION."

A Great Irish Banquet in London.

Cardinal Manning Expresses His Sympathy With the New Party—Justin McCarthy's Address.

LONDON, March 18.—Justin McCarthy presided at a banquet last evening at the Canon Street Hotel. There was a large attendance and many ladies were present. Letters of apology were read from Messrs. Sexton, Davitt and T. D. Sullivan, who said they were unable to take part in the banquet owing to previous engagements to

Cardinal Manning also wrote regretting his inability to be present on account of the weather. The Cardinal said: "Two motives prompted me to be with you, the first, my old and tried sympathy for Ireland, the second, my joy at the sudden rise of an organization which more than any party or social and national life of Ireland. The convention held in the city of Dublin on the 10th inst., was truly representative of the Irish people from the successor of St. Patrick down to the humblest person. I have wished thus publicly to express what I have hitherto been unable to do—my opinion of the national federation."

The Cardinal then proceeded to endorse the action of the new party.

Mr. McCarthy, proposing the toast "Ireland a Nation," congratulated his hearers upon the fact that this was the largest celebration of the kind ever held in London. He especially congratulated them upon the presence of so many ladies, remembering as he did how profoundly the Irish cause was indebted to Irishwomen throughout the world. Touching on the unhappy events which had transpired since the last anniversary of the birthday of Ireland's glorious saint, Mr. McCarthy said: "No more doubted that Ireland would settle this matter the right way than I doubted my own existence. The people had many difficulties to contend with, but they continued, but they had also new and great advantages on their side. At no time in the history of the country had they enjoyed more thoroughly the sympathy and confidence of the great English Liberal Democratic party." (Cheers.) He felt certain the feeling in Great Britain was that Ireland had displayed in the hour of their trial a power of self-control, forbearance and determination, which proved more than ever the fact that Irishmen were capable of managing their own affairs. This knowledge should make them content and hopeful regarding both the past and future troubles. They stood for "Ireland a nation." (Cheers.)

Sir John Pope Hennessy and others spoke. Congratulatory telegrams were read from all parts of the country.

THE WELSH LOCAL OPTION BILL. LONDON, March 19.—In the House of Commons yesterday Rowland (Gladstone) introduced the Welsh Local Option Bill (the second reading of the Welsh Local Option Bill, which was carried by a vote of 186 to 179, amid Opposition cheers.)

ROME, March 18.—While the members of a committee appointed for the purpose were crossing a foot bridge yesterday to inspect the ruins of the ancient castle, held at Calliari, the structure collapsed, carrying the men with it. Five of the committee were killed and the others seriously injured.

SUCCESS OF CHILIAN REVOLUTIONISTS. BRENOIS AYRES, March 18.—Dispatches from Valparaiso state that Mayor Valdivia has gone over to the insurgents after winning over the forces of the government, which overthrew the fort after spiking the guns. The ex-Government troops seized President Balmaceda's transport, the Maipo, loaded with gold, silver, and other valuables, and steamed north to join the insurgents.

LIFE-SAVING. OTTAWA, March 18.—The Government of Canada last year awarded \$8 persons for gallant and humane services rendered in saving life from shipwrecked Canadian vessels. D. Rooney and the crew of the lifeboat "Prince Napoleon" were the recipients of the honor, for going to the assistance of fishermen, rescued \$22, but Captain Hans Peter Lawson, master of the steamer Muskegon, for rescuing eight persons from the wreck of the ship "Genoa," which was wrecked on the coast of Labrador, and the crew of the lifeboat "Prince Napoleon" were the recipients of the honor, for going to the assistance of fishermen, rescued \$22, but Captain Hans Peter Lawson, master of the steamer Muskegon, for rescuing eight persons from the wreck of the ship "Genoa," which was wrecked on the coast of Labrador, and the crew of the lifeboat "Prince Napoleon" were the recipients of the honor, for going to the assistance of fishermen, rescued \$22, but Captain Hans Peter Lawson, master of the steamer Muskegon, for rescuing eight persons from the wreck of the ship "Genoa," which was wrecked on the coast of Labrador, and the crew of the lifeboat "Prince Napoleon" were the recipients of 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