

## THE NEWS IN A NUTSHELL.

### THE VERY LATEST FROM ALL THE WORLD OVER.

Interesting Items About Our Own Country, Great Britain, the United States, and All Parts of the Globe, Condensed and Assorted for Easy Reading.

#### CANADA.

Mrs. A. S. Craig, Montreal, took strychnine pills in mistake and died.

President Barker and all the officials of the Hamilton Board of Trade, have been re-elected.

Shovelers employed by the Montreal Transportation Company are on strike for increased wages.

George McVittie is dead at Hamilton from lockjaw. He stepped on a rusty nail last Wednesday.

The body of Fred. Begy of St. Catharines, aged sixteen, was found in the Old Welland Canal.

The Victorian nurses en route to the Klondike, when last heard of, were on the Fenora-Teslin trail.

The water in the St. Lawrence River is two and a half feet higher now than it was at this period two years ago.

Lightning, during a storm at Kelly's Cross, Prince Edward Island, killed Thomas Monaghan and Owen Trainor.

The State Department and Clerk of the Crown in Chancery at Ottawa, are busy preparing for the prohibition plebiscite.

It is announced at Ottawa that all the bye-elections to fill vacancies in the House have been postponed until the fall.

The Clifton House, Niagara Falls is to be rebuilt on the old site. The new structure will be an imposing hotel of modern style.

Another large batch of Galicians were released from quarantine at Winnipeg on Monday. There are still over one hundred detained.

At Guelph Charles Sully was presented with a Humane Society medal for rescuing Charles Clendennan from drowning in the Speed.

Two girls employed in the Bouril factory at Montreal, settled a dispute with knives. One named Rath seriously wounded the other.

The Kingston Y. M. C. A. have received a gift of one hundred dollars from O'Loughlin Brothers, of New York, formerly of Kingston.

Winnipeg's resident population, according to the assessment commissioners' census, is 39,856. The assessment of real property reaches about \$23,000,000.

The apple crop throughout the whole of Western Ontario will be one of the largest for many years, and the quality promises to be equal to the quantity.

A chartered telephone company, in which a number of local capitalists are interested, is likely to secure a foothold in London in rivalry to the Bell concern.

The retirement of C. J. Anderson, head of the savings bank branch of the Finance Department, is announced at Ottawa. Mr. John Fraser will succeed him.

Chief Keeper Hughes and Engineer Derry, officials of the Kingston Penitentiary, have been suspended. They are accused of being too friendly with an ex-convict.

James Allison, who took poison at Ottawa some days ago in an attempt to end his life, has been sentenced to two years' imprisonment in the Kingston penitentiary.

The Canadian Pacific Railway Company have sent an official to Switzerland to engage a number of Alpine guides to act as guides for tourists in the Rocky Mountains.

Miss Florence Shaw, colonial editor of the London Times, passed through Winnipeg on Tuesday, en route to the Yukon, to learn the true facts about this country for her paper.

The Stikine river steamer McConnell has made the run from Fort Wrangell to Glenora and return in 43 hours, lowering the Ogilvie's record by half an hour.

The Brockville Town Council has passed a by-law prohibiting bicyclists carrying children on their wheels and limiting the speed of the wheelmen to eight miles per hour.

Fifteen peleg tramps have been arrested to date in connection with the London murder. They covered a range of territory extending from Montreal on the east to Minnesota in the west.

Capt. Therault, of the 89th Battalion, at Rimouski, is reported at Quebec to have levanted with some \$475, intended for the payment of the battalion. France is said to be his destination.

Brantford ratepayers on July 27th will vote on the question of spending \$50,000 to keep the Grand river within bounds, and upon the proposal to abolish the ward system in electing aldermen, their number to be reduced to 12.

Brantford ratepayers will on July 27th vote on the question of spending \$50,000 to prevent the Grand River flooding the town; also upon the question of reducing the Aldermen to twelve and electing them from the city as a whole.

The body of Wm. Herman, at one time a wealthy merchant of Toronto, was found floating in the canal at Hamilton beach on Tuesday. It is believed that he committed suicide.

Wm. Cotter, Superintendent of the G.T.R. Eastern Division, has been moved from Montreal to Detroit, to assume the Superintendency of the Western Division. James M. Herbert, train master at Belleville, will succeed Mr. Cotter.

#### GREAT BRITAIN.

It is reported in London, Eng., that

the C.P.R. may take up the fast Atlantic mail service.

It is said that British farmers and dairymen are to-day milking over 4,000,000 cows, and producing in their dairies £32,000,000 worth of milk and butter and cheese.

The British Admiralty has directed Parsons' Marine Turbine Company of Newcastle-on-Tyne to build a torpedo boat destroyer to test the turbine system as applied to warships.

The conditions under which British sailors and soldiers live are far more sanitary now than in the past. In 1865 more than 11 deaths occurred in every 1,000 men afloat, while ten years later the number fell to 6.8, in 1885 to 5.4, and in 1895, 4.4.

Someone has undertaken to show how Ireland might be made to prosper. There are 2,000 parishes, which ought to turn out 50 pigs weekly. This would give a desirable total of 5,200,000 annually, which at a fair average price, would bring in an income of £14,300,000.

Liquor may be sold in the House of Commons without a license, the Police Magistrate having dismissed the summons against its barkeeper. As the Daily News puts it, "If the House of Commons will have liquor, and all the courts in England cannot control the legislative power."

#### UNITED STATES.

The recent census showed 62,000 Protestants among the 31,000,000 of Italy.

By the capsizing of a catboat in the harbor of Portland, Maine, five lives were lost.

Twenty returned miners from the Klondike are at Seattle, Wash., with \$375,000 in gold dust and drafts.

Eleven persons were killed and 75 injured by the tornado which swept over Hampton, N. H., beach on Monday.

The wheat crop throughout the United States promises an increase of from 15 to 25 per cent. over the yield of 1897. The total acreage now growing is 25,651,000 acres.

#### GENERAL.

A whole town of 500 inhabitants near Foo-Chow has adopted Christianity.

More eggs are produced in France than in any country in the world, the number being about 42,000,000 annually.

There is a remarkable society in Leghorn, comprising no fewer than 9,000 members, which succours the sick and buries the dead gratuitously.

Egypt is the only country in the world where there are more men than women. The male sex in the dominions of the Khedive exceeds the female by 160,000.

Congolese rebels have massacred 31 of the 100 men in the Belgian expedition under Lieut. Dubois, who, it is reported, was assassinated by his own men.

At Welbeck, in Germany, a decree has been proclaimed, that a license to marry will not be granted to any individual who has been in the habit of getting drunk.

## SPANIARDS STARVING.

### THE SOLDIERS IN GUANTANAMO HAVE NOTHING TO EAT.

Story of a Deserter—Cubans Show No Mercy—The Long Shot That Wounded Gen. Linares.

A despatch from Playa del Este, Guantanamo Bay, Cuba, says:—A Spanish soldier terribly emaciated and so weak that he could hardly walk, was picked up by men from the United States gunboat Annapolis on Saturday at a point near the entrance of the upper bay. He had no rifle, for he was too weak to carry it. According to his story there are many Spanish soldiers in Guantanamo in the same condition of starvation. He says there is absolutely nothing to eat there, but that the Spaniards are daily told that if they surrender to the Americans they are sure to be murdered.

It is now known that after the fall of El Caney, on July 1, the Spanish soldiers who escaped along the foothills marched 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 Del-ryne, who was in command, was brutally mutilated. The knowledge of this massacre found its way into Santiago, and changed the Spanish resolution to die rather than surrender. After the fall of El Caney the Cubans sacked the town. Information of two outrages were promptly conveyed to General Shafter, who issued orders that any Cuban found rifling the bodies of dead or wounded Spanish men would be promptly dealt with. To prevent the possibility of the Cubans plundering Santiago when it capitulates, it has been decided to forbid the Cubans entering the town.

It was Sergeant McKinney, of Company D, 9th Infantry, who shot and disabled General Linares, the commander of the Spanish forces in Santiago. The Spanish General was hit about an hour after San Juan hill was taken, during the first days' fighting. Sergeant McKinney asked permission to try a shot of Major Pole, who acquiesced, with the injunction that no one else should fire. Sergeant McKinney adjusted the sights for 1,000 yards and fired. It fell short. Then he put in another; raised the sights for another thousand yards, took careful aim and let go. The officer on the white horse threw up his arms and fell forward. "That is for Corporal Joyce," said McKinney, as he saw that his ball had reached the mark. It was afterwards learned that Linares was shot in the left shoulder. He immediately relinquished the command to General Toral

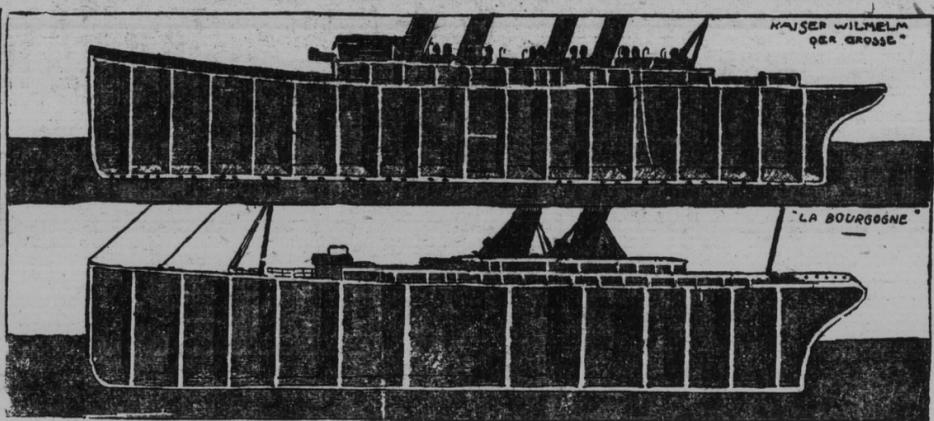


DIAGRAM SHOWING RELATIVE BULKHEAD PROTECTION OF LA BOURGOGNE AND A MODERN SHIP.

The bulkhead construction in La Bourgoigne was of an old and practically obsolete style. The boat was protected from a head-on collision and from being run down from astern, but the three great spaces amidships, which contained her engines and boilers were unprotected from a side blow. From

the accounts of the survivors it appears that the hole cut in the liner's side by the Cromartyshire was large enough to let water into each of these compartments. The added weight seems to have been sufficient to sink the ship. In the Kaiser Wilhelm der Grosse, a passenger ship of the latest construction, each of the

four boilers is contained in a separate water-tight compartment. There are also transverse bulkheads in the engine and boiler rooms and twenty-two water-tight compartments in the ship's bottom. Other ships, when properly protected, have survived collisions much worse than that which sank La Bourgoigne.

## AN APPALLING DISASTER.

### FRENCH LINER LA BOURGOGNE SUNK IN A COLLISION.

Over Five Hundred Lives Lost—Terrible Moments After the Vessels Struck—Shocking Charges Against the Crew—Men Fought Like Wild Beasts to Save Their Lives—Only one Woman Saved.

A despatch from Halifax, N. S., says:

The steamer Grecian towed into port at 9:30 o'clock on Wednesday morning the British steamer Cromartyshire, which had been in collision with the big French liner La Bourgoigne, sixty miles south of Sable Island, on the morning of July 4th. La Bourgoigne was sunk, and of the six hundred passengers on board only two hundred were saved to tell the tale of a tragedy of the sea which has not been paralleled since the Thingvall Geyser disaster in 1887.

The catastrophe is appalling. The French liner, running at a terrific rate of speed, crashed into the port bow of the Cromartyshire in a dense fog, and sank almost before those on board knew what had happened. The steamer recoiled from the shock as if struck by a thunderbolt and sank into the foaming deep. There was scarcely an instant given to escape from the fearful vortex which sucked down the trembling souls that managed to gain the deck. But in less time than it takes to tell it all was over. From the waters that closed about the foundering steamer hundreds of souls were hurled to the top of the waves. With wild despairing shrieks and screams they clutched vainly at the life belts to save them from the awful end.

#### CRUEL TORRENT OF WAVES

that poured over them with the force of a hurricane. The only woman saved was Mrs. A. Lacasse, of Plainfield, N. J., and it was mainly through the quick action of her husband, who was also one of the passengers saved, that she is not among the missing. Mrs. Lacasse and her husband have been residing at Plainfield, N. J., about seven years. They were on their way to France to spend a few months with relatives, but Mr. Lacasse says he will give up the trip just now after his recent experience.

Mrs. Lacasse's late experience was indeed a severe one, and she witnessed sights that will never leave her memory. The collision occurred about five o'clock on Monday morning, at which time the lady was in her berth. The first she knew of the danger was when her husband rushed down into the cabin and told her to hasten on deck as the steamer had run into a ship and was damaged. Mrs. Lacasse hastily threw on her dress and without waiting for hat or shoes and leaving all her belongings in her state room, rushed on deck with her husband, where passengers were in terror. It was thick fog at the time and they suddenly felt the steamer take a sort of list.

The Echo, while in conversation with Mr. and Mrs. Lacasse, asked them how the officers and crews of La Bourgoigne acted, after they found she was in danger, but both husband and wife said they had no experience in such matters, and were not prepared to pass an opinion, but they both agreed that the captain of the wrecked steamer

#### ACTED LIKE A HERO

said Mrs. Lacasse: "The poor man did everything he could possibly do up to the very last moment and stayed by his vessel in command as she sank." Mr. and Mrs. Lacasse were saved on a raft. The lady was thrown into the water, but her husband's eyes were on her, and she was near a raft while in the water, and he managed to get on the raft and put her on also. Soon the scene became a terrible one, with hundreds of lives in the balance. The people swam and floated about the surface of the water looking for chances to save themselves, but the majority of them found none, and clinging to

the raft in which were Mr. and Mrs. Lacasse were about eighteen others, and every moment the raft seemed in danger of sinking, so great was the weight. It would have been madness to allow any more weight on it, and succor had to be denied many a poor mortal.

#### STRUGGLING IN THE WATER.

One poor man, who had been vainly trying to save the lives of his wife and two children, was pulled on the raft, and he, with the others, were saved.

Mr. Lacasse said there were three priests on board, and as the ship was settling, he saw them going about the decks giving absolution to the many French and American Catholics who remained on board, and who when they saw hope had almost abandoned them, hurried to the vicinity where the priests were and knelt for absolution. As the ship settled and went down the captain remained gallantly at his post on the bridge accompanied by one of his officers. As the ship sank beneath the surface some minutes after she created a sort of whirlpool, which sucked down everything on the surface within a certain radius. A face within a certain radius. A couple of minutes later, when the suction ceased, those still alive

#### SAW ABOUT 200 BODIES

came up out of the water with a rush, as if the sea were giving up the dead after having swallowed the ship. The scene was a horrible fascinating one for those who witnessed it. The fog was dense when the crash came, and in the darkness of death the drowning men and women could do little to save their lives. The big steamer careened in her mad endeavour to keep afloat, but the water poured into her bulkheads, smashing all before it, and despite all endeavours of the captain and officers, who bravely stood by their ship, nearly 400 souls sank into eternity almost in the twinkling of an eye.

Terrible and appalling, as was the disaster which overtook the French liner, it would have been even more tragic had she struck the Cromartyshire 10 feet farther aft, for then she too, would have sunk. As it was her port bow was completely carried away, but she was in no immediate danger of sinking, and half an hour later received on board the 200 survivors who escaped the awful tragedy that had befallen their fellow-passengers. When the collision occurred two boats were lowered from La Bourgoigne and life rafts were thrown overboard by this means the survivors managed to reach the Cromartyshire.

#### USED KNIVES ON WOMEN.

Scenes enacted on board La Bourgoigne just after the collision were terrible to witness. Men fought for positions in the boats like raving maniacs, women were forced back from boats and trampled down by men who made self-preservation their first object. On board were large numbers of Italians and other foreigners. These men stopped at nothing. In one boat was a party of forty women, but so great was the panic that not a hand was raised to assist in her 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 the 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 who were struggling in the water attempted to draw themselves into the boats and on rafts. These were pushed back into a watery grave. Here, too, knives were used freely. Not all of the dead met death by drowning. Christopher Brunson saw a sailor belonging to the La Bourgoigne strike a passenger over the head with a bar and kill him. The body dropped into the water. The passenger grabbed the boat in which the sailor was and attempted to get on board. There were 714 passengers on board and 163 were saved. With the exception of two passengers, Prof. Lacasse and his wife, all the passengers of the Bourgoigne who were rescued are aboard the steamer Grecian at Cunard's wharf. The crew are also on board the steamer. She is expected to sail for New York this evening. All

the crew are collected by themselves in the forward part of the deck. The officer of the gangway looked at them with a scowl and said if he had his way they would all have been hanged to the yardarm long ago.

#### AN UNLUCKY VESSEL.

Since the Bourgoigne was launched in 1885 she had faced many perils at sea, and had her full share of adventures. Of these the most perilous to her was the running down and sinking of the steamship Aller in the harbour of New York on February 29, 1896. La Bourgoigne was but little injured, and continued her journey. In the same year La Bourgoigne figured in one of the most sensational rescues on record. During a terrific gale on July 23, the lookout sang out, "Sail on the port bow, sir." Through glasses a barque could be seen labouring heavily in the tremendous seas. Only her torn fore-sail was up and she flew signals of distress. A call for volunteers to man the boat brought the first lieutenant, Amelie Notay, from his sick bed, and with him and two sailors abroad, the launch was lowered. Struck by a huge wave the launch upset, but Notay and his men caught the life rings, and were hauled aboard. Then they tried again and succeeded in getting away. Another boat, under the third lieutenant, George Ainsworth, followed. Owing to the fury of the gale the boats could not go nearer than 100 feet to the sinking barque, which proved to be the Ernst, of Rostock, Germany. The crew of twelve leaped into the sea and were picked up by the two boats. Not a life was lost. The only other danger point in La Bourgoigne's career was caused by a sunken barque, the Andrew Jackson, in Gedney's channel, New York harbor. When La Bourgoigne was coming into this port on June 1, 1896, she narrowly escaped running on a hulk. Mrs. John Jacob Astor was one of her passengers on that trip.

#### MAY ARREST WEYLER.

The Ex-Captain-General of Cuba Greatly Feared in Spain.

A special despatch from Madrid reviewing the situation, says: "All Spain now knows of her defeat, and the people are beginning to realize the magnitude of the disaster. The Conservative press exhorts good citizens to maintain peace. An important circular has been sent to all the Republican organizations signed by the leaders, and bearing the motto, 'Prepare.' In the meanwhile extraordinary military precautions have been taken to quell any internal troubles.

General Correa, the Minister of War, and his Secretaries are working day and night. A second call has been issued for the Canary Island reserves and additional forces of home infantry and cavalry are being raised, while the artillery is being augmented by two pieces to each battery. The Peninsular armies will total up 230,000 men by July 15. The railroads are preparing war trains on all lines, and carriages are in readiness at all the garrison stations. A high authority, however, expresses the opinion that the rank and file of the soldiers are inclined to condemn the war, and feel they are being driven to bloodshed for unjust causes by scheming politicians, and he therefore doubts the army's attitude in the event of civil troubles. The officers, too, while anxious for war, are divided on the question of loyalty to the various claimants to the throne. This question of succession is an important factor in a terribly tense situation. It is believed the Government is anxious to find a pretext to arrest General Weyler, fearing the part he might play in the event of troubles breaking out.

The Chilean Government has given Argentina until August 18th to decide the boundary question.

At Munich there is a hospital which is entirely supported by the sale of old steel pen nibs, collected from all parts of Germany. They are made into watch springs, knives and razors. It has been discovered that Princess Ena of Battenberg, who was born in 1887, is the only royal child born in Scotland for nearly 300 years—that is, since the birth of Charles I. in 1600.

Appalling destruction was caused by a recent snow storm in Caucasia. In addition to the loss of 35 human lives over 9,000 horses, nearly 30,000 cattle and 14,000 sheep, goats, etc., were destroyed.