

70 People Perished

Terrible Catastrophe in the English Channel.

Steamer Stella, With 220 People on Board, Wrecked on Casquet Rock.

The Boilers Exploded and the Vessel Went Down in Twenty Minutes.

Other Disasters—German Bark Goes Down With All on Board—Exploding Vessel Lost.

Southampton, April 1. — The passenger steamer Stella, plying between this port and the Channel Islands, crashed upon the dreaded Casquet Rocks, near the Island of Alderney, yesterday afternoon, in a dense fog, and foundered, her boilers exploding with a tremendous report as she went down.

The coasting steamer Lynx, which brought the news of the disaster here, picked up four boats and forty persons belonging to the Stella. The second officer of the steamer, who was among those wrecked, says that a collapsible boat was launched full of people, but he thinks she struck on the rocks, owing to the fog.

Another steamer has picked up a boat containing fifty-five persons, including twenty seamen. They have been landed here.

The Stella had on board 219 passengers, who were going to spend Easter in the Channel Islands.

PARTICULARS.

The Stella, which belongs to the London and Southwestern Railway Company, left Southampton at noon on Thursday, conveying the first daylight excursion of the season to the Channel Islands. There were about 185 passengers on board, and the crew numbered 35 men. The weather was foggy, but all went well until the afternoon, when the fog became most dense. At 10 o'clock the Casquet Rocks suddenly loomed up through the fog bank, and the steamer almost immediately afterwards struck amidships. The captain ordered the lifeboats to be launched. His instructions were carried out with the utmost celerity, and the women and children were embarked in the boats. Then the captain ordered the men to look out for themselves.

THE BOILERS BURST.

A survivor states that he and 25 others put off from the Stella in a small boat. The sea was calm, but there was a big swirl around the rocks. When this boat was a short distance from the wreck, the boilers of the Stella burst with a terrific explosion, and the vessel disappeared stern foremost in the sea. The last thing the survivor saw was the figure of the captain of the Stella standing calmly on the bridge, and giving his last orders. The captain perished with his vessel. "The suction was so tremendous," the narrator says, "that we thought our boat would be engulfed. I saw five boats and the collapsible boat, besides our boat, leave the wreck. They contained altogether between 80 and 100 persons. Five of the boats were soon lost to view, but we took a boat filled with women in tow, and the occupants of our boat took the oars in turn and rowed all night long until most of us dropped asleep, thoroughly exhausted. We sighted a sail boat at six o'clock in the morning, but the Great Western Railway Company's steamer Vera, from Southampton, picked up forty others of the survivors and landed them at Guernsey."

SEVENTY DROWNED.

According to the latest estimates of the officials of the London and Southwestern Railway Company, 70 persons were drowned, out of the 220 on board the Stella when she struck the rocks. Other reports, however, place the number of drowned much higher.

Up to noon yesterday 107 passengers had been accounted for, including Mr. J. Parton and his wife. Mr. Parton is the manager of the Western London office of the American Line.

Later accounts say that the Stella had 140 passengers on board, and that her crew numbered 42 persons.

Another steamer of the same company, which arrived at the Clyde of Jersey about noon yesterday, reported having passed many bodies of victims of the disaster about the Casquet Rocks.

A SURVIVOR'S STORY.

A survivor of the Stella named Bush says the speed of the vessel in the fog was not diminished, though the fog whistles were sounded. Bush adds that at 3:30 a.m. the engineer showed him in the engine room a dial registering a speed of 18½ knots, and that the vessel struck within 25 minutes afterwards.

Bush further asserts that two lifeboats were sunk with the steamer, which, after resting on the rocks for ten or fifteen minutes, split in two and disappeared. Continuing, Bush said: "When the Stella disappeared 40 or 50 persons were discovered clinging to pieces of wreckage or cabin furniture, and crying piteously for help."

LITTLE PANIC ON BOARD.

"All the passengers and crew had been provided with lifebelts, and there was little panic as the ship sank. I first slipped into the water and then swam to one of the boats, into which I was helped. We rowed, supposedly, in the direction of Guernsey, but seven hours later found ourselves near the scene of the wreck, and saw dozens of persons clinging to the rocks."

The boat in which Bush was a passenger was afterwards picked up by the Lynx.

The passengers all agree that perfect order and discipline prevailed on board the Stella. The crew promptly took up their stations when the steamer struck, served out the lifebelts and lowered the boats.

SCENES AT THE MOMENT OF SINKING.

The scene at the moment of the sinking of the vessel was heartrending. Women were screaming and praying, and people were clinging to spars and other wreckage in other directions. Those who had succeeded in getting into the boats had a narrow escape from being engulfed on account of the suction caused by the sinking vessel. The voice of Capt. Rooks, from the bridge, was frequently heard, urging the rowers to pull for their lives.

ADRIFT FIFTEEN HOURS.

The boats were adrift for fifteen hours, during which time their occupants were without food or water, and their clothes were drenched they suffered greatly.

The disaster is generally attributed to the high speed at which the steamer was traveling in the fog.

The second mate was the only officer of the Stella who was saved. The captain and the other officers, most of the crew and many of the passengers sank with the Stella. A boat in charge of the chief officer capsized, and almost all its occupants were drowned.

PATHEPIC INCIDENTS.

Many most pathetic incidents were reported. In many cases men lifted their wives and children into the boats, and then perished themselves. One wife, who was thus bereaved, lost her reason. A large number of the survivors arrived here without any clothing, clad only in blankets.

The tug Marsouin arrived at Cherbourg with a boat containing eight passengers of the Stella. All the rescued persons were suffering from injuries.

MR. KING'S STORY.

The news of the disaster to the Stella spread quickly in the absence of the usual evening newspapers, the day being Good Friday. A large crowd collected to await the arrival of the train from Southampton at nine in the evening, which brought three of the survivors of the Stella. One of the London merchants, Hellborn and Greener, all of whom were wrapped in great rugs, and bore evident trace of their sufferings.

Mr. King, who was among the last to leave the ship, said: "The greater part of the day was exceedingly pleasant, but as the evening developed a dense fog. Suddenly a great shock told us that the Stella had struck the rocks. Screams rent the air, but the coolness of the officers considerably allayed the excitement. The crew behaved splendidly, lowering the boats with great ease. I saw every woman who was supplied with a life-belt. At first we thought there would be time for all the boats to clear away, but suddenly the boilers burst with a deafening report, rending the ship amidships."

Mr. King and two firemen, Osborne and Bayly, were the last to leave the vessel. He had just given up a life-belt to aid a clergyman's wife, and was literally pulled into the boat by Second Mate Reynolds, who was instrumental in saving many lives. The boat, with 22 persons, drifted for fifteen hours in the intense cold.

COMPLETELY CAPSIZED.

Some accounts say that Capt. Rooks supposed the fog was merely in banks, as is the usual experience, and decided to run through it, but as it became continually denser, he lost his bearings. When the Stella struck, there was a terrible sensation, the vessel passing over the jagged rocks at full speed, and her side being ripped open like matchwood. When she slid off the rock she turned completely over, carrying a lot of people with her.

The eight survivors, who were landed at Cherbourg, by the tug Marsouin, were picked off a floating furniture van by a fishing boat. The ladies on board one of the lifeboats sang hymns at night in an attempt to keep up the spirits of their companions.

The Cherbourg correspondent of the Daily Mail says: "The eight passengers of the Stella who were landed here, were rescued from a boat that originally contained fourteen men. The boat capsized and six were drowned. The others clung to the wreckage for hours, and then managed to right the boat."

Other Disasters.

ANOTHER STELLA LOST.

San Francisco, April 1. — News has been received here of the loss of the steamer Stella E. Erland, which sailed from here on the 26th of February, with a party of scientists sent out by Smithsonian Institute to examine animal and marine life in tropics. The little vessel was commanded by Prof. A. W. Anthony, and was wrecked off the coast of Lower Cal. All on board were saved, but the valuable collection of specimens gathered by the party was lost.

ALL ON BOARD LOST.

London, April 1. — The French bark Marechal Lannes, from Swansea, for San Francisco, has been wrecked off St. Bride's Bay, at the western extremity of the county of Pembroke, Wales. It is feared that all aboard of her have been lost.

WRECKAGE WASHED ASHORE.

London, April 1. — A large amount of wreckage has been washed upon the Pembrokeshire coast, including a ship's papers, three boats and a lifeboat, bottom upwards, marked Marechal Lannes. The Marechal Lannes, wreckage of which, as previously reported, had been seen along the English coast, is undoubtedly lost. It is believed that the bark went on the Hat and Barrels Rock, near Small's Light. She was laden with 2,000 tons of coal. The French bark Marechal Lannes was a new vessel of 1,771 tons. She sailed from Swansea, March 28, for San Francisco, this being practically her first voyage.

THE MECHANIC AND ARTISAN

The trades and labor council held its regular meeting this week. There was a large attendance of delegates, and the meeting was of an enthusiastic order. In the absence of the president, Vice-President McGeary filled the chair. Credentials were received from the Garment Workers, Brotherhood of Railway Trainmen and Cigar-makers, which were accepted and the delegates seated.

Delegate Ingram was elected to the office of corresponding secretary, in place of Mr. Lammerton, who is leaving the city for the other side.

Communications from Trades and Labor Congress and Col. F. B. Leys, in reference to bills before the legislature, were filed, as the time in which to take action was too short.

The R. Greene Manufacturing Company wrote the council saying, that at the present time it was impossible for them to adopt the Garment Workers' label. Filed for reference. It was, on motion, decided to urgently request every union to ask its members to demand the Garment Workers' label when buying ready-made clothing.

The tailors reported that they had appointed a label campaign committee, whose duty it would be to wait on all the various societies in the city and point out the advantages of their label, and show how it would be in the interests of all to ask for the tailors' label on all ordered clothing.

The secretary was instructed to write to Major Beattie, M.P., and ask for copies of all bills of direct interest to wage-earners which will be brought before the Dominion Parliament.

The organization and other committees reported progress on the matters before them. Two or three more unions will be formed during the next month.

Adjourned for two weeks.

Joseph T. Marks will deliver a lecture in Merriton tomorrow. There is a large organization of wage-earners in that place, and it is expected that they will take out a charter from the Industrial Brotherhood.

Mr. Wm. Morrison, who left this city some months ago, and who was an earnest worker in the Painters' Union, has organized a branch of the same union in British Columbia.

The coopers, who are on strike, have been promised support from many sources, but as yet they do not require any assistance. A mass meeting will be held shortly at which a statement of the situation will be given to the public.

The Lake Carriers' Association on the chain of lakes here without any clothing, clad only in blankets.

At last week's conference between the Stove Founders' Defense Association and the Iron Molders' Union of North America a ten per cent increase in wages was granted the journeymen.

Union stone cutters of Sandstone, Minn., show the effect of a reduction in the hours of labor from ten to nine a day. With this achievement they succeeded also in getting their wages increased from \$2.75 to \$3 per day.

Herbert N. Casson, who has been editor of the Chicago Tribune for the past six months, has left Ruskington, Tex., and gone to Toledo, Ohio. It is said that he is to be the editor of a daily to be established there by Mayor Jones.

The Indiana State Federation of Labor has had Geo. W. Beatty, of Portland, president of the Beatty-Brady Glass Company, Dunkirk, Ind., indicted for dismissing men from his service for no other reason than that they were members of a labor organization, which is a violation of a state law.

Victory is perched on the banner of the United Mine Workers' Union of the Mississippi River, as the miners and operators of Iowa effected an agreement mutually satisfactory to all concerned, some days ago. The agreement reached is brief, but comprehensive, and includes the eight-hour workday.

The Kansas State Society of Labor and Industry, organized by a law enacted by the recent special session of the legislature, published its first annual proceedings together with the proceedings of the first annual convention of the State Association of Miners, both held in Topeka, Kan., last month.

A late issue of the Cotton Planters' Journal gives an account of an experiment by a Mississippi planter to pick cotton by trained monkeys. The account says this gentleman experimented the year before last with ten, and last year with over 300 monkeys, and alleges that not only did they pick quicker than the ordinary negro, but much better cotton, and seemed to enjoy the picking. The planter now, in conjunction with some of his neighbors, is enlarging the experiment by the importation of an increased number of these creatures.

Girls in the handkerchief factory of Wm. Roberts, Brighton, L., are on strike, refusing to submit to reduction in wages. The trouble is said to be one Pinkerham, the foreman, a recent arrival from Ireland. The girls say he has been continually telling them they make too much money, and that girls in his country are satisfied to come to work in bare feet and to make \$3 or \$4 a week. They allege also that Pinkerham has repeatedly jeered at their fine clothing, intimating that it was too good for working girls. When the strikers went for their pay last Saturday they were not allowed to enter the factory building, their wages were handed them in the street.

The following shows the number, location and class of workers benefited by advanced wages second week of March, as compiled by the National Labor Tribune of Pittsburgh: Tin plate workers, New Castle, Pa., 1,200 to 1,500; iron workers, Greenville, Pa., 1,000; iron workers, Bellaire, Ohio, 3,600; iron workers, Wheeling, W. Va., 3,000; nail workers, Williamsport, Pa., brickmakers, Jennette, Pa., 250; cotton operatives, Northbridge, Mass., 600; cotton operatives, Brunswick, Me., 1,000; quarrymen, Franklin, Pa.; iron workers, Duncansville, Pa. 500; cotton operatives, Salem and Fitchburg, Mass., 2,700; miners, Birmingham, Ala., district; chainmakers, Pittsburg, Pa., 300; laborers, Bethlehem, Pa., 500; iron workers, Syracuse, N. Y., 100; iron workers, Myerstown, Pa.; iron workers, Harrisburg, Pa., 600; iron workers and laborers, Altoona, Pa.; cotton operatives, Amesbury and Webster, Mass., 2,800; iron workers, Chattanooga, Tenn., 700; iron workers, McKeesport, Pa., 7,000. The increase averages about ten per cent.

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RETARDED BY BAD WEATHER

The Spring Trade Is Behind Time.

But the Outlook in Canada Is Good—Far Fewer Failures.

New York, April 1.—Bradstreet's weekly review of the business situation says:

Canadian spring trade and collections have been retarded by unfavorable weather. Montreal reports that navigation will open late, and that the local retail trade is unfavorably affected by the slow season. At Quebec, however, sales average well, manufacturers are busy and prices are advancing. At Toronto bad weather and roads have checked spring demand, but business is ahead of last year, and in many lines double that of 1897. Prices generally are advancing. At Montreal are behind on orders, and further advances in prices will probably date from April 12. Toronto buyers are reported disappointed at finding no job lots of cotton goods for sale in New York. Favorable conditions in the Dominion during the first quarter of the year are indicated by the small number and the reduced liabilities of business embarrassments. For the first three months there were only 399 failures reported, with liabilities of \$2,976,229—a falling off of 23 per cent in number, and of 22 per cent in liabilities from a year ago.

BANK CLEARINGS.

Bank clearings at the principal United States cities for the week ending March 31 show total clearances of \$1,900,982,154—an increase of 68.5 per cent as compared with the corresponding week last year. Outside of New York city the clearances were \$573,158,315—Increase, 29.5 per cent.

For the Dominion of Canada the clearances were as follows: Montreal, \$13,653,749—Increase, 17.4 per cent; Toronto, \$5,538,812—Increase, 16.5 per cent; Winnipeg, \$1,449,879—Increase, 30.1 per cent; Halifax, \$1,042,716—Increase, 4.6 per cent; Hamilton, \$617,887—Increase, 7.2 per cent; St. John, N. B., \$482,509—Increase, 9.7 per cent; Vancouver, \$556,868; Victoria, \$624,852.

OVER THE LINE.

There is a quieter tone in several lines of business this week, dependent on the reduction in volume of the distributive demand, resulting from continued unfavorable weather conditions in a large section of the country. The strength of quoted values, however, fails to show that any material slackening of underlying movements has yet become apparent in leading lines. Less is doing naturally in leading eastern textile markets on the current season's account, but an encouraging element is found in the readiness of buyers to plan orders for fall delivery. While leading western markets note that the edge has been taken off demand, and that bad roads and weather combined have retarded retail distribution, and hence affected collections, in some sections, results of the first quarter of business this week, however, are so good that their sanguine cheerfulness as to the outlook is especially notable. Industrial conditions continue of a most flattering character, with advances in wages still a prominent feature in the iron, steel, machinery and allied trades. In some lines of manufacturing, it is true, talk of projected or possible combinations has made some uncertainty. Notable in this respect has been the glass trade, in which, however, plans for combination seem to have temporarily failed of accomplishment. Iron and steel are in less active demand at nearly all markets, but this, in some measure, appears to be the result of scanty stock or possible supplies offering, and not so much of any curtailment of needs of actual consumers. Large consumers with supplies secured ahead are reported waiting to test the strength of the sellers' position on later deliveries. Prices of material are firm, with some further advances at the west in rails. Cereals are irregular, wheat notably so, on sea-sawing between bulls and bears. Wheat damages against large Argentine shipments and indifferent export demand. Flour, corn and oats are higher on the week, while wheat shows a very slight decline. Sugar is notably firm on large demand and bullish beet crop advices. Raw sugar, in fact, is reported in large sale to important refining interests at a fractional advance. Lumber demand, though interfered with at retail, shows all the old strength of prices.

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