

ERISH. French Atlantic Liner Madly Rushing Through Fog Collides and Quickly Sinks.

A Few Passengers and Half the Crew Picked Up from Rafts and Small Boats.

Women and Children Lost With One Exception—The Survivors at Halifax.

Halifax, N.S., July 6.—(Special to the Colonist)—The British iron ship Cromatyrshire was towed in here this morning by the Allan line s.s. Greonian.

The Cromatyrshire laid to and picked up the 200 passengers and seamen who were rescued, transhipping them to the Greonian, which came along at that hour.

The log of the Greonian, signed by Captain Henderson, is as follows: On July 4 at 5 a.m., dense fog; ship 60 miles south of Sable Island; ship by wind on port tack heading about north-west by west, though under reduced canvas, going about four or five knots per hour.

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rescue at least some women and children. As it was, only one woman was saved, Mrs. Lacasse, and she has been on board ever since. She is the wife of A. D. Lacasse, a language teacher of Plainville, N.J.

The crew of the Cromatyrshire express the belief that there must have been some foul play, seeing that only one woman was saved out of 300. Nearly all the first-class passengers went lost; those saved being steerage and sailors.

Lacasse and his wife were in the forecastle deck, clinging to a raft before they were picked up by a boat from the Cromatyrshire. They lost everything except what they stand in, including money and valuables.

One passenger was going home to France with his two children, his wife having had a month's leave. Her husband, but his two babies went down with the ill-fated ship.

Mrs. Lacasse says the officers bravely stayed by their posts, going down with their ship. The only officer saved was the purser. He went down with the ship, but being a strong swimmer managed to save himself.

When the ship struck, they were off Cape Sable, the Bourgogne being about forty hours from New York. All the passengers with the exception of Prof. Lacasse were below decks.

Without warning came a terrible shock. Mr. Lacasse rushing in haste to his room on the saloon deck, got his wife off her feet, and she fell overboard. They had only reached the deck when they were precipitated into the water. They were not long in the water, however.

They found a partly submerged raft, on which Lacasse hid his wife and two children, and then clung himself to the raft. The Bourgogne was on the poop with his three children, and all on board drowsy.

The spasmodic struggles, water hissing and the scene an awe-inspiring one, never to be forgotten.

One man on board the Bourgogne before she sank, went out of his mind and jumped to the water. He was rescued by the collision Capt. Henderson.

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Some of the boat known people in the ill-fated ship's company. New York, July 6.—Mrs. J. T. Dillon and Mrs. Dillon-Oliver, who were on board the ill-fated ship, were the wife and daughter of Judge J. F. Dillon, counsel for the West Shore Railway, Manhattan Elevated and the Gould Systems.

M. Dufosse, member of the Spanish league in Montreal, purchased his ticket in the French line people here, was not on board the ill-fated ship.

Pedro Sosa and his 12-year-old son were among the cabin passengers. Sosa was a civil engineer of Panama, identified with the building of railways there and connected with the Panama Canal project.

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Madrid, July 5.—Almost indescribable enthusiasm continues to prevail here in the city of Madrid. The Spanish fleet left Santiago on the 2nd inst. for the purpose of attacking the Spanish fleet. The Admiral's name is on every tongue and it is claimed that it was he who saved Santiago de Cuba by "adding to General Linares' handful of soldiers his brave sailors to man the guns ashore and repel the Americans under General Shafter. Such is the exultant eulogy of Admiral Cervera heard on all sides, this state of public feeling being due to the official announcements from Santiago de Cuba.

For instance, one statement from Santiago de Cuba is as follows: "When Admiral Cervera's reinforcements were in proximity to Santiago, the admiral held a council with the commodores of his squadron, disclosing to them a plan of force to break the blockade in broad daylight. The commodore responded: 'It was then arranged that the torpedo boat destroyers should take the lead in the attack, and discharge their torpedoes against the enemy's ships, the Cristobol Colon protecting their advance, and the batteries of Morro and the remainder of the squadron following them.'"

The Americans were at first taken by surprise; they opened a tremendous fire especially against the torpedo boats of the American vessels. The Admiral Cervera went full steam ahead, maintaining a continuous fire until the torpedo boat destroyers and the remainder of the crew of the torpedo boat destroyers is said to be high in the air, and the remainder of the crew of the torpedo boat destroyers is said to be high in the air, and the remainder of the crew of the torpedo boat destroyers is said to be high in the air.

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The Americans were at first taken by surprise; they opened a tremendous fire especially against the torpedo boats of the American vessels. The Admiral Cervera went full steam ahead, maintaining a continuous fire until the torpedo boat destroyers and the remainder of the crew of the torpedo boat destroyers is said to be high in the air, and the remainder of the crew of the torpedo boat destroyers is said to be high in the air.

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THE JOB COMPLETED. Last of Cervera's Ships Sent Out of Harbor and July Sunk. Headquarters of General Shafter, July 5.—The destruction of the Spanish cruiser Reina Mercedes on Monday accounts for the last ship of Admiral Cervera's once splendid squadron. She lies to-day in plain view, her bow resting on the base of the beach under El Morro. Part of the hull is above water and her masts and two stacks are entirely out of water. It is not yet known whether she was attempted to be towed to the harbor or whether the Spaniards tried to sink her near the hull of the Merrimac and the block the entrance to prevent her from getting out.

Her sinking was most dramatic. Just as the night she was sent drifting out of the harbor, she was struck by the American scouts. In a moment she was ablaze with signals and almost immediately she was blown to pieces by the American shells. The explosion was heard on all sides, this state of public feeling being due to the official announcements from