



FEW LEFT TO TELL OF CATASTROPHE

THE DESTRUCTION OF ST. PIERRE CONFIRMED

It is Believed Twenty-Five Thousand Persons Have Lost Their Lives.

St. Thomas, D. W. L., May 8.—The British steamer Roddam, Capt. Freeman, which left St. Lucia on Wednesday for Martinique, returned to St. Lucia at 5 o'clock this afternoon. She brings a report that the town of St. Pierre, Martinique, has been totally destroyed as a result of the volcanic disturbances in the island.

The Roddam reports that all the shipping in the port has also been destroyed. The Quebec Steamship Company's steamer Roraima is mentioned as having been lost with all on board.

The steamer Roraima, Capt. Muggah, left New York on April 26th for St. Thomas, where she arrived on May 2nd; from St. Thomas she proceeded for St. Croix, Demerara, etc.

It was announced from St. Thomas last Sunday, May 4th, that St. Pierre had been covered with ashes to the depth of a quarter of an inch as the result of an outbreak of the Mount Pelee volcano, and the town appeared to be enveloped in fog.

A second dispatch from St. Thomas, dated May 6th, said the flow of lava from the Mount Pelee volcano, which began last Saturday, completely destroyed the Guerin factories, situated about two miles from St. Pierre.

Another dispatch from St. Thomas, dated May 7th, said that advice received that morning from the island of St. Vincent, B. W. L., announced that for some days earthquakes had been experienced in the Southern coast, which had been smoking. The people in the vicinity of the volcano were leaving for places of safety.

This St. Thomas dispatch said further that communication with the island of Martinique was interrupted the morning of May 7th, and that cable communication southward from St. Lucia, in the Windward islands, ceased suddenly the same afternoon. It was reported that the volcanic craters on Dominica, D. W. L., were showing signs of activity.

The town of St. Pierre, the commercial capital of the French Island of Martinique, is on the west coast. The port there is only an open roadstead. The town has a population of about 25,000. The island of Martinique contains several extinct volcanoes, the highest point being Mount Pelee, with an altitude of 4,430 feet. The British steamer Roddam left London on April 13th for Barbadoes.

St. Thomas, D. W. L., May 9.—The British schooner Ocean Traveller, of St. John, N. B., arrived at the island of Dominica, B. W. L., at 3 o'clock this afternoon. She reported having been obliged to flee from the island of St. Vincent, B. W. L., on May 7th, owing to a heavy fall of sand from a volcano, which was in eruption there. She tried to reach the island of St. Lucia, B. W. L., but was forced to return to St. Vincent, B. W. L., where she was wrecked.

The schooner arrived opposite St. Pierre, Martinique, on May 8th. While about a mile off shore the volcano of Mount Pelee exploded, and fire from it swept the whole town of St. Pierre out of existence, destroying the shipping there, including the cable ship Grappler, which was engaged in re-laying cable near the Guerin factory. The Ocean Traveller, while on her way to Dominica encountered a quantity of wreckage.

It is now estimated that 40,000 persons perished as a result of the volcanic eruption in the island of Martinique. Steamers Lost, May 9.—The cable officials here have received advice from Dominica that the schooner which has arrived there from the island of Martinique reports that over 40,000 people are supposed to have perished during the volcanic disturbances in Martinique. The cable repair steamer Grappler (belonging to the West Indian & Panama Telegraph Company, of London), was lost with all hands during the eruption of Mount Pelee. The Grappler was one of the first ships to disappear.

Later Particulars, London, May 9.—The colonial office here has received a dispatch from Sir Robert Leveslyn, governor of the Windward Islands, dated Kingston, St. Vincent, in which the governor says that the Soufriere volcano, in the northwestern part of the island of St. Vincent, continued in its eruptive activity for a week past, but not actually in Kingston. On Wednesday a big cloud of steam hung over the Soufriere, and the inhabitants, who were greatly alarmed, were flocking to Chateau Belair. There were already 300 refugees there, who were being fed by the authorities.

A dispatch to the Daily Mail from Point a Pitre, Island of Guadeloupe, dated yesterday, says: "The Mount Pelee crater ejected yesterday morning molten rocks and ashes during the three minutes and completely destroyed St. Pierre and the districts within a four mile radius. All the inhabitants were burned. About eight passengers from the Roddam, of the Quebec steamship line, were saved by the French cruiser Suchet. The inhabitants of the southern districts of the island, who were dependent on St. Pierre for provisions, are menaced by famine."

A dispatch to the Daily Mail from Jamaica says: "The first intimation of a disaster at Martinique was the breaking of the cables on Thursday. The French cable to Martinique from Puerto Plata, was broken on Wednesday. Cable communication with all the northern islands is stopped. The survivors of the British steamer Roddam describe the scene at St. Pierre as being ' glimpses of hell.' The Roddam's men were killed chiefly by molten lava."

"The Roraima was wrecked in a terrible upheaval of land and sea. The whole crew perished. Two ships were lost with all on board in an attempt to approach Martinique."

Official Dispatch, Washington, May 9.—The following cablegram has been received at the state department: "Point a Pitre, May 9.—Secretary of State, Washington, D. C. 'At 7 o'clock a.m., on the 8th instant, a storm of steam, mud and fire encircled the city and community. Not more than 20 persons escaped with their lives. Eighteen vessels were burned and sunk with all on board, including four American vessels and a steamer from Quebec, named Roraima. The United States consul and family are reported among the victims. A war vessel has come to Guadeloupe for provisions and will leave at five to-morrow. (Signed) Ayne, Concho, Demerara, etc."

The state department has been receiving dispatches from commercial houses in New York, asking that a warship be sent at once to Martinique to afford relief.

Paris, May 9.—The commander of the French cruiser Suchet has telegraphed the minister of marine, M. de Lanesman, from Point a Pitre, Island of Martinique, under the date of Thursday, May 8th, at 10 p.m., as follows: "I have just returned from St. Pierre, which has been completely destroyed by an immense mass of fire, which fell on the town at about 8 o'clock in the morning. The entire population (about 25,000) is supposed to have perished. I have brought back the few survivors (about 30). All the shipping in the harbor has been destroyed by fire. The eruption continues."

Particulars, St. Thomas, D. W. L., May 9, 9.30 a.m.—The French cruiser Suchet arrived at Point a Pitre, Island of Guadeloupe, French West Indies, from Port de France, Island of Martinique, this morning, having rescued several refugees. She confirmed the report that the town of St. Pierre, Martinique, was entirely destroyed at 8 o'clock on Thursday morning by volcanic eruption. It is supposed that most of the inhabitants of St. Pierre were killed, that the neighboring parishes were laid waste and that the residue of the population of St. Pierre is without food or shelter.

The British royal mail steamer Eske, which arrived at St. Lucia this morning, reports that the steamer Suchet, which was passing St. Pierre last night, was wrecked with all hands, and that she was five miles distant from the town, which was in impenetrable darkness. A boat was sent in an attempt to reach the shore, but not a living soul was seen ashore, only flames. The Quebec steamship company's steamer Roraima was seen to explode and disappear.

The command of the Suchet reports that at 1 o'clock on Thursday the entire town of St. Pierre was wrapped in flames. The vessel had 200 persons, more or less burned, from the vessels in the harbor. His officers went ashore in small boats seeking for survivors, but were unable to locate any. They saw groups of bodies on the shore, and it is believed that not a single person resident in St. Pierre at the moment of the catastrophe escaped.

The governor of the colony and his staff and colonel and wife were in St. Pierre, and probably perished. The extent of the catastrophe cannot be imagined. The captain of the British steamer Roddam was very seriously injured, and is now in the hospital at St. Lucia. All of the officers and engineers near as possible died. Nearly every member of the crew is dead. Supercargo Campbell and ten of the crew of the Roddam jumped overboard at St. Pierre and were lost.

London, May 10.—Lloyd's agent at St. Lucia, B. W. L., cables later news fully confirming the disaster at St. Pierre. He says he cannot ascertain the names of the vessels which have been lost, but they include one Italian barque and two steamers, one probably being the Grappler, the cable ship belonging to the West India & Panama Telegraph Co. The total loss of life is estimated at 30,000.

London, May 10.—St. Thomas, D. W. L., cables that St. Pierre has been totally destroyed by fire, and that all the inhabitants perished. "A terrible eruption has occurred of a volcano at Martinique. Great distress prevails there. I am sending provisions immediately. All safe at Dominica."

French Officer's Report, Paris, May 10.—The minister of marine has received the following undated dispatch from Point a Pitre, Island of Guadeloupe, dated yesterday: "I have obtained the following information of the events of yesterday: About 8 a.m. the volcano threw up a considerable quantity of molten earth. A violent wind of fire immediately followed. Instantly the whole town (of St. Pierre) was in flames, and the ships in the harbor were dismantled and burned. The shower of rocks lasted a quarter of an hour. I arrived at St. Pierre at 2 o'clock in the afternoon, saving a few persons from the ships. I saw no living creature in St. Pierre, to which it was impossible to penetrate. There were numerous corpses near the quay."

Relief For Sufferers, Paris, May 10.—A telegram from the governor of the Island of Guadeloupe contains the latest news of the Martinique catastrophe received at the colonial office. After announcing that the French cruiser Suchet had 30 survivors on board, the governor of Guadeloupe says: "Everything tends to the belief that the governor of the colony, M. Moutet and Colonel Gerbault and his wives perished with the population of St. Pierre. I have ordered the prompt dispatch of provisions from Point a Pitre and Basse-terre. The Suchet sails for Martinique this evening. All of the people and supplies of Guadeloupe are at your disposal for relief."

Eruption Continues, London, May 10.—Thirty deaths are reported to have occurred at the Island of St. Vincent, according to a telegram received at the colonial office this morning from Governor Ledwith, forwarded from St. Lucia yesterday evening. The governor adds: "Information is complete. The eruption continues. Am endeavoring to go back to St. Vincent."

Ottawa, May 9.—The details for the coronation contingent were issued yesterday. The corps will be made up of 22 officers and 692 men. The band of the Royal Canadian Garrison Artillery will accompany the corps. The men will be paid according to rank, as provided in the ordinary military regulations. The troops will represent all ranks and departments of the active militia of Canada, and will mobilize at Lewis under the command of Lieut-Col. Pellatt, on May 29th, and will embark for Liverpool on the steamship Parisian on June 7th.

Canadian Central Railway, Ottawa, May 9.—At the railway committee today the Canada Central Railway Company's bill from French River, in Ontario, to Tete Jaune Cache, British Columbia, by way of the Yellowhead Pass, was reported. The proposed route is to run north of Lake Winnipeg, 50 miles north of Edmonton and Prince Albert. A branch will also run to Fort Arthur. The promoters are E. B. Johnston, Toronto; B. W. Folger, Kingston; Paul Weeder, Detroit; John Miller, Duluth, and T. W. Paterson, Victoria. Its capital was reduced from \$25,000,000 to \$16,000,000. From Tete Jaune Cache the Canada Central will run southerly in the vicinity of the North Thompson river, by way of Kamloops, to a point near Princeton, then westerly to New Westminster and thence northwesterly to Vancouver.

THE CANADIAN CORONATION CORPS WILL SAIL ON THE PARISIAN ON JUNE 7TH

The Contingent Will Be Seven Hundred and Fourteen Strong—Two Boys Drowned.

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Yukon's Representation, Yukon in the House of Commons was amended today, making the voters' list final five days before the election. This is to prevent parties on the election day taking the oath and voting. Hon. Clifford Sifton also agreed to take the control of the national parks. The government, and put it in the hands of the senior judge of the territory, who would appoint enumerators. The Prorogation, Present appearance would indicate that prorogation will take place on Tuesday or Wednesday at the latest.

Flour For South Africa, The department of agriculture has received an order for 1,000 tons of flour for South Africa. It will be forwarded from St. John. The Revenue, The revenue of the Dominion for the ten months of the fiscal year to the end of April, amounts to \$46,000,728, and the expenditure \$33,917,625. As compared with the same period last year, there has been an increase of \$4,919,425 in receipts and \$2,305,559 in expenditure. The capital outlay has been \$9,300,558.

Foreign Mission, London, Ont., May 9.—The sessions of the Women Foreign Mission Society are being largely attended. It was decided yesterday to hold next year at Guelph. Drowned in Well, Indian Head, N. W. T., May 9.—At the home of Wm. Cooper, Sunny Stump, near here, last Monday, his youngest son, aged 2, and the latter's cousin, aged 3, were playing in a well. The boy, who was 2 years old, fell in with a splash. The child was not seen until he was found at the edge of a well. Ten minutes after their bodies were recovered.

Bank Employee Dead, Toronto, May 9.—C. E. Panman, for 22 years in the service of the Bank of Commerce, is dead. Electrical Workers, The Electrical Workers' Union of this city has decided to ask for a standard scale of thirty cents an hour, and an eight-hour day, to take effect June 1st. Drowned, Hastings, Ont., May 9.—Richard King fell into the canal here last night and was drowned. Disappeared, Cobourg, May 9.—The village of Burnley, 20 miles east of here, is excited over the mysterious disappearance of Lorenzo Nathan, a prosperous young farmer, on the eve of his wedding day. He had a large sum of money on his person, and full play is suspected.

Principal Grant, Kingston, May 9.—Principal Grant passed a good night, and this morning his physician reports the patient as doing fairly well. Socialist Candidates, Hamilton, May 9.—The Socialists here will place two candidates in the field for the coming elections. Natives of the Solomon Islands believe that cyclones are caused by some mysterious invisible bird which is an immense winged creature.

NORTHERN TRADE. White Pass Commercial Will Enter Field Against Commercial Concerns.

Dawson, May 10.—The announcement was made here today that the White Pass & Yukon railway will enter the field as traders against the large commercial companies. J. H. Rogers, local manager of the White Pass, says the company will enter into competition with the great commercial companies here in retaliation for the fight made by the Northern Commercial Company and the North American Transportation Company in competing on the lower Yukon for freight. The Northern Commercial Company, through Manager E. F. Mizer, announced some time since that he intended fighting for the advantage over Dawson. This move on the part of the White Pass is the answer. Mr. Rogers says that his company is buying ten thousand tons of goods coming in and buyers are now securing goods suited to the trade for the White Pass in Canada and the United States. They will sell to the retail traders on reasonable terms. As the railway has the advantage regarding rates, they can make the fight interesting. The retail merchants have been in a great state of uncertainty as to what was generally believed the big companies intended securing the whole trade for themselves. What the merchants feared was that they would have to pay heavy freight charges, while companies bringing in their own goods on their own steamers could lower the prices and run them. The move of the White Pass secures the retail merchants, who feel great relief. The rival companies are now very reticent, and refuse to mention what plans they have to checkmate the White Pass people.

There is a tremendous ice-jam at Selkirk, four miles long, with ice piled high in the air. It is expected that all the ice will be out of LaBarge by the twentieth, and the river further down is now breaking at intervals. The first boats down the river should be a week earlier than last year.

Remains of the Late Rear-Admiral Sampson Laid at Rest To-Day, Washington, May 9.—With a pomp and ceremony exceeding that of any funeral in this country in recent years, the remains of the late William Thomas Sampson, rear-admiral of the United States navy, and commander-in-chief of the United States naval forces on the North Atlantic station during the war with Spain, were today laid at rest. Hon. M. Dickinson, of Michigan, and Dr. Jose Rosa Paces, of Salvador. The claim was to indemnify citizens for losses sustained through the cancellation by Salvador of a franchise granted in 1884 for exploitation of the port of El Triunfo, in the Bay of Jacquotillo. It was when the commission announced that its verdict would be against Salvador to the extent of \$300,000 that the excitement reached a climax.

For more than a month the commission has been in session in this city considering the matter. Both sides have been represented by an array of distinguished counsel. In consequence of that announcement the commission, the attorney, Assistant Secretary of State Hill, and several interpreters met in the Arlington parlors. Before the award was formally made, the commissioner from Salvador, through his interpreter, read a statement denouncing Sir Henry Strong in language of a grossly insulting character. He accused the Chief Justice and his associate, Mr. Dickinson, of displaying due the sessions of the commission, and also charged the Chief Justice with using insulting language to him in the consideration of the case, and with partiality. Without waiting for the reading of the statement to be completed, Sir Henry commanded the interpreter to stop. While Sir Henry denounced the allegations, Don Paces, who speaks very little English, was swearing in Spanish like a pirate. 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It is quite possible that he met death accidentally. His watch, which was found on the body, had stopped at quarter to two o'clock. He leaves a widow but no children. It is understood he has relatives in the Old Country.

FAST MAIL SERVICE, Liverpool Chamber of Commerce Wish City Made the Terminus. Montreal, May 8.—The Star's London cable says: "Lord Strathcona and Mount Royal, high commissioner for Canada, received today an influential deputation from the Liverpool Chamber of Commerce, city council, and Mersey Docks and Corn Trade Associations, in fact practically all concerned in Liverpool shipping, begging that Liverpool be retained as the British terminal port of any Canadian fast mail service. "Official information was denied to the press, but I understand the deputation submitted in the strongest possible manner Liverpool's superior claims to Southampton and Milfordhaven. "The fact that so much official secrecy was demanded, raises expectations that Lord Strathcona may have told Sir Alfred Jones and other Liverpool owners present that they had the matter practically in their own hands. If they desired to secure Liverpool's claims they had better submit by mail proposals inviolably British, under subsidy from British and Canadian governments, in competition with the Morgan trust, Blackburn, Hallifax and Huddersfield Chambers of Commerce were also represented on the deputation. In the opinion of the highest authorities here, this is a great chance for both Canadian and British shipowners outside the trust."

BODIES RECOVERED, Toledo, Ohio, May 8.—The bodies of the seven victims of the collision between the tug Woods and the asphalt launch Frolic were all recovered yesterday, and a joint funeral ceremony will be held on Saturday afternoon. The coroner will bestir his conduct today, and the customs officials will conduct an inquest into the responsibility for the accident.

THE QUEEN'S CONDITION, The Hague, May 9.—At Castle Loos this morning the following bulletin was posted: "Queen Wilhelmina had a quiet night with no rise in temperature. She is taking sufficient nourishment and her condition really is satisfactory."

THE BURNING QUESTION—"WHERE IS HARRY?"

"In faith, I'll break thy little finger, Harry. An if thou wilt not tell me all things true." —Lady Percy to Hotspur.

AGAINST SALVADOR, Arbitration Committee's Award in Claims of United States Citizens. Washington, May 8.—The United States has won a sweeping victory in the matter of the arbitration of the dispute with the Republic of Salvador over the claims of the United States stockholders in the Corporation El Triunfo Co., Ltd., created by a franchise granted in 1884 for exploitation of the port of El Triunfo, in the Bay of Jacquotillo. It was when the commission announced that its verdict would be against Salvador to the extent of \$300,000 that the excitement reached a climax.

For more than a month the commission has been in session in this city considering the matter. Both sides have been represented by an array of distinguished counsel. In consequence of that announcement the commission, the attorney, Assistant Secretary of State Hill, and several interpreters met in the Arlington parlors. Before the award was formally made, the commissioner from Salvador, through his interpreter, read a statement denouncing Sir Henry Strong in language of a grossly insulting character. He accused the Chief Justice and his associate, Mr. Dickinson, of displaying due the sessions of the commission, and also charged the Chief Justice with using insulting language to him in the consideration of the case, and with partiality. Without waiting for the reading of the statement to be completed, Sir Henry commanded the interpreter to stop. While Sir Henry denounced the allegations, Don Paces, who speaks very little English, was swearing in Spanish like a pirate. 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