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SUN PRINTING COMPANY, ALFRED MARKEHAM, Manager.

THE SEMI-WEEKLY SUN

ST. JOHN, N. B., JULY 9, 1898.

(From Daily Sun, July 6.) NEW BRUNSWICK LIBERAL CONSERVATIVES.

The Liberal Conservative Association of New Brunswick, which exists at present as a provisional organization, is soon to be called to meet as a representative gathering.

THE NEW BRUNSWICK MAGAZINE

It is something like a quarter of a century since the Maritime Monthly was discontinued. This magazine succeeded Stewart's Quarterly, and both were a credit to this city and the young dominion.

ning, and one can see no reason why, if the record is kept up and Mr. Reynolds is content with a modest financial return, the magazine should not be a permanent institution.

THE OBJECTION TO CHARLTON OF MICHIGAN.

The Moncton Transcript is far from right in saying that the Sun's objection to the appointment of Mr. Charlton to the International Commission is because he is a native of the United States.

The correspondence showing the active part which Mr. Charlton took in this matter came to light. It may be said, though not to his credit, that he had not been known if he could have concealed it.

"Commercial union," said Mr. Charlton, "is simply a customs union between two or more independent states, by which a common tariff and excise law is adopted, and the revenue collected is divided among the participants."

This is what Mr. Charlton wanted to accomplish in 1888. He has given no sign of a change of heart. If he had been able to get his way ten years ago Canada would have been today just where Mr. Charlton then desired and still desires Canada to be.

THE BOURGOYNE TRAGEDY.

Not more than three or four times in a century have so many lives been lost by the sinking of a merchant ship as were sacrificed in the Bourgoyne tragedy described this morning.

as to be like wild beasts. What most impresses one in the story is not that a miscellaneous horde of lower class Italian steerage passengers should have gone wild, as that there should be such want of control on the part of the officers.

GREAT BOOTY.

The Ladrones Islands, formerly Spanish, are now in the possession of the United States, and it is assumed that annexation will come later.

If any doubt remained of the utter incapacity of Spain to carry on a modern war the destruction of Cervera's fleet sets the question at rest.

Instead of heroic discipline, which so often has been the one bright feature of such moments, the crew fought like demons, the few lifeboats and rafts, battling the helmsmen, were driven away from their only means of salvation, with the result that the strong overcame the weak, but the list of 163 saved contains the name of but one woman.

"We brand the Sun and its editor as shameless and dishonest slanderers," says the Telegraph. It is an interesting and welcome sight to see once more that experienced branding iron in full and healthy operation.

An examination of the text of the war bill shows that an exception in favor of travellers to British America is made in the clause imposing a minimum tax of one dollar on tickets for a passage to a foreign port.

PORT OF ST. JOHN.

Table with 2 columns: Country, Tonnage. Includes Canadian, United States, and All other nations.

RAILWAY EARNINGS.

Table with 2 columns: Period, Earnings. Shows earnings for June 21st to June 30th, 1898, and for the same period in 1897.

OVER FIVE HUNDRED LOST. Only One Hundred and Sixty-Three Persons Saved.

A Collision at Sea in Which the French Liner La Bourgoyne Goes Down.

Horrible Tales by the Rescued of the Conduct of Some of the Officers and Sailors of the French Steamer.

HALIFAX, N. S., July 6.—In one of the thick fogs, which at this time of the year hang like a pall over the Grand Banks and Sable Island in the North Atlantic, occurred on the early morning of July 4th one of the most appalling ocean disasters in the annals of trans-Atlantic commerce, and in fact in the history of steam sailing of the world.

Without a moment's warning, almost, the great French liner, La Bourgoyne, with 725 souls on board was run down by the iron sailing ship Cromartyshire, and such a terrific loss was torn in the big steamer's port side that she sank within half an hour, carrying with her to the ocean's bottom over 500 of her passengers and crew.

The story of the fearful disaster from the few officers and crew who were saved is yet to be told, but the words of the passengers who were dragged aboard the Cromartyshire and later brought to this port by the str. Grecian are to be believed, the last few moments on board the Bourgoyne witnessed some of the most terrible scenes of horror and cruelty that have befallen the history of the civilized race.

The fog, as is usual at this time of the year, was very dense, and the big iron ship was sailing on a terrific sea, under canvas and blowing her fog horn. Suddenly out of the fog rushed a great steamer, and in a moment there was a fearful crash, the iron prow of the ship plunging into the port side of the steamer, just under the bridge. The shock was so terrific that it tore a tremendous hole in the steamer, while the entire bow of the ship was demolished.

On board the Bourgoyne, the collision had come so suddenly and at such a time in the morning that few besides her crew were on deck, but she shook round nearly everyone, and within a few minutes the decks were crowded with struggling, terrified passengers.

At first it seemed as if there was some attempt at discipline. A few of the boats were swung off and some of the passengers allowed to get into them. But as the steamer began to settle and list to port, the officers lost control of the crew, and what was probably a panic ensued.

By this time the small boats of the Cromartyshire had come up, and the work of rescue began. The crew of the ship worked heroically and saved every one who had managed to keep

above water, but even then, scores fell away from the boats, and rats and crows, exhausted, and were drowned. It was all over in an hour, although for some time after great pieces of wreckage came shooting up from the bottom, marking the spot where the great liner had gone down.

But little attempt was made to recover the bodies of any of the ill-fated passengers or crew, and the battered hull at the bottom of the ocean will probably be forever their tomb.

Along in the afternoon the steamer Grecian was sighted coming from the westward, and a few hours after the Cromartyshire was taken in tow and arrived here this morning.

Strangely enough, Mr. Lacasse is the only man of the saloon and cabin passengers who survive, while his wife is the only woman of two hundred and fifty who escaped, and the rest of the whole ship, who escaped, Mrs. Lacasse was rescued from her berth by her husband, who was on deck at the time of the collision. She threw about her the first articles of clothing she could secure and reached the deck of the listing steamship and found herself one of many frantic and half-dressed people who congregated about the boats.

She saw the captain of the steamer on the bridge and some of the officers at other points endeavoring to direct the efforts of the crew to launch the boats.

There was little response to the orders of the officers. The crew seemed so paralyzed to act. Matters were quiet and there was no panic at first. Golden moments were slipping away, and the crew were becoming more and more crowded with frightened people, emerging from the cabins and companionways.

The steamer was listing and settling, and then a wild fear seized on the throng and people lost their reason and really went mad.

Mr. Lacasse was separated from her husband in the scramble, and the steamer listed so badly that she slid down the declivity of the deck and into the water. She had taken the precaution, at her husband's direction, to put on a life belt before leaving the stateroom and, shortly after being thrown into the sea, was supported by the arm and drawn upon a life raft. Her husband was her husband.

speaks very good English, and who proved himself a very intelligent man, gave a graphic account of the disaster. Here is his story, told in his own words, in response to the questions put to him:

"I was on deck at the time. Everything was going along smoothly, although it was very foggy, when I saw a ship loom up right in front of us. She was actually scraping the starboard side of La Bourgoyne, and when she was a few yards astern I saw her masts falling overboard. I heard people on board shout in English and knew it was a British vessel. I ran forward to see what had happened. The steamer's starboard side was broken in to the water's edge, the plates were warped and the rivets broken and drawn. The hole was eight or ten feet big and the water was pouring in fast. Then I went aft again, but I could not see anyone in charge—only a horror-stricken crowd of passengers. No commands were being given and no system prevailed. I went to the hurricane deck, but started to cut away the awning from a boat there. While I was doing so along came some sailors or firemen and cut away two life rafts and two boats. I had my boat nearly clear, but just then the steamer was driven away from the bottom, marking the spot where the great liner had gone down.

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about half get into a he manage back into to enter the savages w mined to k at last to g ing to the away; he s forced to e into the o which she the man w sure he ca does not h Fred Niff jovial and tucous ma money and of a pair o he laughed the fiendish sionate ear the night b woken in t would any d eck and sa the officer o The officer right that Nicks' hom with some until he re thought it of the sal the boat i time before saw an Bo into the bo who were hit him ov end of the o Charles I pressed him of his cou man had h and 7 year them in a from other not get in with the s thought he surface and boat with s where to be as lost. He a boat can in, but was Libra show arms and b and blue, a brusque re After this h water fight Patrick M young Irish Del. He is brutal crew Paris to re there. He most of his on a raft w sinking. He who could s crew of 5 attention. I says he ev an Americ come acqui This man, a call, was f had a wife phian? was far distant was. "A an car and the forehead on his way From Paris land to see Charles I could not s your corres interpreter t He got in a to the ship, saw it was any longer, ried down the sinking water half within reach it, but his infor was badly cu He saw wo boats with clinging for of the raft says the crew and was handy, and be had, pur helpless in t One of the will be Joh boat before informed yo held him a ther into the grave. The boat five and shoved was in the Charles L dren, also who were s ing to the French sal women were lines and w rise again. dent was in accosted a Frenchman, speak Engli Miller, the informed yo was one of was questio seen that h but did not tion. The young sailor wrote his n of a steers ler Giuseppe give inform mentioned b not to give information. In English "Never min water gave lash by say self," and p being in Pr Gustav G ger, corrobor wrote in the crew. He s from boats Deep into th The officer passengers v very sorry taken on bo alms.