SUN PRINTING COMPANY.

ALFRED MARKHAM.

Manager.

THE SEMI-WEEKLY SUN

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

(From Daily Sun, July 6.) NEW BRUNSWICK LIBERAL CON-SERVATIVES

The Liberal Conservative Association of New Brunswick, which exists at present as a provisional organiza tion, is soon to be called to meet as a representative gathering. The meeting will probably be held on Tuesday, constituencies which have repres have already the machinery for the selection of their delegation. Other counties must adopt their own methods of representation. We have no doubt that the liberal conservative party throughout the province will take a strong and healthy interest in the proceedings. The first duty of the assembly will be to perfect the organization and to make it effective in all parts of the province. The routine business belonging to such a gathering is important, but there will also be opportunity for consultation on current political themes. Hon. George E. Foster, who is now in the province. is expected to attend the meeting, and perhaps some other party leaders may take the opportunity to pay the province a visit. New Brunswick is the banner liberal conservative province in Canada, and if we understand the feeling of the party there is no disposition to lose by want of interest. energy or patriotism, the place in the front of the procession.

THE NEW BRUNSWICK MAGA-

It is something like a quarter of a century since the Maritime Monthly succeeded Stewart's Quarterly, and both were a credit to this city and the young dominion. Dr. George Stewart may almost be regarded as the foundadian centres. Mr. Spencer, Dr. Bennett, and others who had the responsibility of the Maritime Monthly, als brought to their aid the best writers that the country then had. The two St. John magazines deserved a better fate, but they fared better and lived longer than most of the literary magazines started in Canada since confederation. If we may gather from some extinct magazine's hopeful introduction a weather beaten figure. it may be remarked that Mr. W. K. Reynolds is not deterred by the wreck-strewn rocks from launching a new craft on the sea of Canadian magazine literature. Volume one. number one, of the New Brunswick Magazine has reached this office. It looks like the beginning of a successful venture. At least it must be admitted that Mr. Reynolds has turned out one goood number. As the prospectus indicated, the New Brunswick Magazine gives special attention to local history, that is to say the history of the maritime provinces. Such a publication cannot be popular in the sense that fiction or even the discussion of certain current topics may te called popular. But as it is the intention to treat historical subjects in a popular style, while still aiming at thorough work, and as the range of including short paragraphs, notes and queries, genealogies, and sketches of all sorts, it would appear that the The essential purpose, however, is not magazine is intended for the serious contents of the cirst number contain a hint of the scope. Rev. W. O. Raymond, who gleans local history in all fields, has a paper on Portland Point Professor Ganong, who still refuses to accept the west side of the harbor as the site of La Tour's fort, gives once who is at home among the first New Brunswick coloniers falls as the Jonas Howe gives his idea of the style the colonial period. Mr. Reynolds himself furnishes editorial notes, ansketch called the story of two soldiers

them three). This is a good begin-

ning, and one can see no reason why, if the record is kept up and Mr. Reynolds is content with a modest firan-cial return, the magazine should not be a permanent institution. By way of assisting toward that desirable end it is here announced that the New Brunswick Magazine, which is printed by the Gazette company, is sold by

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 on the international commission cause he is a native of the United States. This paper does not care where Mr. Charlton was born, or where he grew up. The objection to Mr. Charlton is that he is not now and never has been a Canadian in sympathy. From the day that Mr. Charlton wrote to the press of his own country a false and slanderous description of the character and conduct of the Canadian militia who defended this country against the fenian raiders, to the day when over the signature "John Charlton of Michigan" he joined the other United States lumbermen in his petition to the United States congress to impose a retaliatory duty against Canadian sawn lumber, Mr. Charlton has always sided with his native country against Canada. We owe directly to him the rider to the Wilson bill imposing an extra tax on Canadian lumber in the event of the imposition of an export duty by the dominion. Fairness, however, compels it to be said that this hostile legislation was not due to Mr. Charlton's love of the other country. It was the product of his own business interest. He had mills in Michigan which used Canadian logs. He had tugs on the lakes which were employed in towing Canadian logs to the United States. It was against his personal interest to have a law enforced which would require Canadian logs to be sawn in Canada, rather than in a country where a Canadian was forbidden by law to seek employment in a saw mill. So Mr. Charlton, though a member of the Canadian parliament, appealed as citizen of Michigan to the United States congress to add to the Wilson

bill a retaliatory clause. The correspondence showing the active part which Mr. Charlton took in this matter came to light, it may be said, through no act of his. His share in the treacherous proceeding would never have been known if he could have concealed it. But it is one case of many, and it shows that however and his quarterly would not suffer by morat a man Mr. Chariton may be in some matters he is not a Canadian. ton was at the head and front of the commercial union movement. Commercial Union Hank-book, now before us, was issued at Toronto in 1838. The introduction is by Professor Goldwin Smith and the contents include portions of two addresses by Mr. Charlton. Here is Mr. Charlton's own statement of the policy which he advocated, and he has never yet withdrawn from the position.

"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, while all trade restrictions between them are removed. The application of the principle between Canada and the United States would require that the two countries should have the same excise rates and the same tariff upon all imports from all other countries; that the revenue thus collected in both countries should be divided upon conditions to be hereafter arranged; that the customs tax between the two countries from ocean to ocean should be removed; and that the trade between Canada and the States should be in every respect as free and untrammelled as trade between the different States of the American union is at the present mo-

This is what Mr. Charlton wanted o 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

We see no reason why Mr. Charlton should not be a member of the joint high commission. But he should the there on the appointment of Presiden McKinley as one of the United States

THE BOURGOYNE TRAGEDY

n a century have so many lives been test by the sinking of a merchant ship as were sacrificed in the Bourgoyne tragedy described this morning. It is asy for writers on shore to criticize the behaviour of sailors and passen gers in the few awful moments between the collision and sinking. But men who, acting under recognized authority, and having space of time to collect their thoughts, might show me self-sacrifice and resource, may (An error in the little paper makes in the absence of guidance and control be so stampeded and panic-stricken

impresses one in the story is not tha Italian steerage passengers should have gone wild, as that there should be such want of control on the part an account of a sudden accident a sea, in which the captain and other, officers rise to the occasion, fight the panic-stricken crowd away from the boats until the vomen are safe, and make an organized effort to take care of all on board. In this case it would appear that there was time enough, and that there were boats enough to perhaps all. But every man seems to have fought for himself, and then those who might have been saved were lost.

GREAT BOOTY. The Ladrones Islands, Spanish, are now in the possession of the United States, and it is assumed that annexation will come later. The organs of public opinion are almost unanimous in demanding the annex ation of the Philippine Islands, and it is not even suggested that Cuba shall. Spain or left to the control of the Cuban people. Where, Cuba Porto Rico goes. The leading organs have also discovered that the Canary and Belearic ought to be American There are a few strong Spanish possessions in the Pacific besides the Philippines that will be gathered in if the larger colonies are taken. The whole domain thus in sight includes a large area, a population approaching ten million, and great resources. Such a collection of prizes never fell to a country at so low a price, even though Spain should make the longest resistance possible to her, before

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. The Spanish admiral showed courage enough of the foolhardy kind, as did all his captains. An officer who tries to fight three battle ships with one cruiser is not lacking in a kind of bravery. But this sort of lighting does not do any good. The admiral who refused to be beaten in port, but wanted to fall at sea like a sailor, is the same who a few weeks ago left the open sea, where he might have done thing, and shut himself up in port. He has not only lost his ships, which he might have lost in any case, out he has lost them without inflictcould have surfered no more if he had a crew of 2t men. Although the trans-tombarded Boston or any United States Allantic steamers all have a definite port on the Atlantic coast. Such a course, the Bourgoyne was to all ac-dash would have been more splending counts forty miles or more to the north When, however, he was in Santiago while a United States fleet of five times his strength was outside, Santiago was the only place where he could be of General Linares, who trying to hold Santiago, needed more men and more guns, and Cervera took away his two or three thousand and all his guns. The men who are not slain are prisoners and all the war machinery that is not destroyed is in the hands of the enemy. The dash of Admiral Cervera was magnificent, but it was not war.

"We brand the Sun and its editor as hameless 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. The same versatile tool (meaning the editor's branding iron-not the editor himself) has marked both the Telegraph and the Globe. It has branded all the leading conservative politicians in dark characters, and all the grit politicians in still darker ones. With equal dexterity and impartiality the same gifted editor's whitewash brush valued |confrere has glorified everybody and damned everybody, but ever finds a kind hearted and perhaps mewhat indifferent public ready to forgive both offences. The Sun once ore extends to Brother Hannay and surance of its distinguished considera-

war bill shows that an exception in made in the clause imposing a inimum tax of one dollar on tickets for a passage to a foreign port. The summer tourist may journey from hot New England to the cool shores of the Bay of Fundy without assuming the burdens of war. Another ex-ception in favor of Canadian trade kes the tax on a bill of lading for

PORT OF ST. JOHN.

RAILWAY EARNINGS. raffic returns of the C. P.

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 above water, but even then, scores the thick fogs, which at this time of fell away from the boats, and raftis the year hang like a pall over the Grand Banks and Sable Island in the North Atlantic, occurred on the early norning of July 4th one of the most ppalling ocean disasters in the annals fact in the history of steam sailing of

goyne, with 725 souls on board, was run down by the iron sailing ship Cromartyshire, and such a terrific hole vas 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, while the balance, who were not drawn under by the fearful suction, struggled and fought for life until 163 were at length restued from death by the crew of the Cromartyshire, which survived the collision.

The story of the fearful disaster rom the few officers and crew who were saved is yet to be told, but if the words of the passengers who were lragged aboard the Cromartyshire and ater 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 ocenes of horror and cruelty that have blotted the history of the civilized

Instead of heroic discipline, which so often has been the one bright feature of such moments, the crew fought like for the few lifeboats and rafts, battling the helpless passengers 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

The disaster occurred at 5 o'clock in the morning of July 4th, about sixty miles south of Sable Island, which lies nearly a hundred miles off this port. The Bourgoyne nad left New York. bound for Havre, on the previous Saturday, while the Cromartyshire was ing the least harm on the enemy. He on her way over from Glasgow, with could have suffered no more if he had a crew of 2t men. Although the transon her way over from Glasgow, with

> the year, was very dense, and the big ing along with rehonr. Suddenly out of the fog rush a great steamer, and in a me there was a fearful crash, the iron prow of the ship plunging into the port side of the steamer just under bridge. The shock was a terrific and tore a tremendous hole in eamer, while the entire bow of the ship was demolished. The stea plunged on into the fog again, whistle crying for help and her rockets signalling her dire distress.

The Cromartyshire was rounded to and her master, Captain Henderson was clearly relieved in finding that she was in no danger of sinking. to the eastward could be heard the hoarse call of the steamer, and as the fog began to lift, all the ship were launched. Half an hour after the collision occurred, the misty curtair went up, giving a clear view for miles, and then it was that those on the Cromartyshire saw the fearful struggles for life

On board the Bourgoyne, the collision had come so suddenly and at such a time in the morning that few esides her crew were on deck, but he shock roused nearly everyone, and within a few minutes the deaks were rowded with struggling, terrified

At first it seemed as if there was ome attampt at discipline. A few of he boats were swung off and some of he passengers allowed to get into to settle and list to port, the clost control of the crew, and as probably a panic ensued. ath in itself, while death in the waters stared everyone in the face. The strong battered down the weak, the women and children being pushed far away from any hope of rescue

Fists, oars and even knives sed by some of the demons to their places. The officers seemed to have been powrless before their own men and only four were saved.
fight for life on the decks of steamer did not last long, for in a lit-tle more than half an hour she gave a long lurch to port and went down.
As the ship sank beneath the surface the vortex of the waters sucked down everything on the surface with-in a certain radius. A couple of min-utes later, when the suction ceased, those still alive saw about 200 bodies e up out of the water with a rush. come up out of the water with a rush, as if the sea were giving up the dead after having swallowed the ship. But the struggle for life still continued after the ship went down. Hundreds still flowled about, grasping at rafts, boats and wreckage, in frantic endeavors to keep above water. Even then many of these in the boats, if the stories are to be believed, showed their heutality by heating of mounts. fell away from the boats, and rafts and wreckage, exhausted, and were drowned. It was all over in an hour, although for some time after great pieces of wreckage came shooting up But little attempt was made to re-over the bodies of any of the illfated passengers or crew, and the battered hull at the bottom of the

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.

ocean will probably be forever their

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, not only of the saloon and cabin, but of the whole ship, who escaped. Mrs. Lacasse was roused 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 to find 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

There was little response to the orders of the officers. The crew seemed oo paralyzed to act. Matters were quiet and there was no panie at first. Golden ments were slipping away, and the lecks were becoming more and more frightened people, crowded with merging from the cabins and comanionways.

The steamer was listing and setling, and then a wild fear seized on the throng and people lost their rea-

son and really went mad.

Mrs. 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 direc-tion, to put on a life belt before leaving her stateroom, and shortly after being thrown into the sea was grasp-A moment later the ill-fated steam

edge of the vortex was drawn into it, The water rushed round and round aster and faster and the unfortunates disappeared in twos and threes, with despairing cries. Mrs. Lacasse was on the edge of the maelstrom, but something striking her threw her outside the dangerous whirlpool, and the next she knew she was on the life raft. capsized and all went down in the whirlpool. There was not one man in this boat, and it was left fast to the Some of the women were trying to cut the ropes when they careened deeper and capsized the boat.

Mrs. Lacasse says a moment after the was engulfed men, women and children rose on every side of the and arms, and the shricks were so terrible she will remember the scene to her dying day.

HALIFAX, N. S., July 6.—The scenes on board the La Bourgoyne just after the collision, survivors say, were terrible to witness. Men fought for positions on the boats like raving maniacs. Women were forced back from the boats and trampled on by human beasts who invoked the first law of nature and made poard were a large number of Italians and other foreigners, who care little for human life. These fiends stopped at nothing. In one boat was a party of forty women, but so great was th assist in her launching. The occu-pants, so near safe, were drowned like rats, when the ship, with an awful hissing sound, went flown with the hundreds of valuable lives. So desperate was the situation than an Italan passenged drew his knife and made a thrust at one who made a thrust at one who made a thrust at one who made the self, was endeavoring to reach the boats. Immediately the action was boats. Immediately the action. Knives mitated in every direction. Knives were flourished in every direction and used with deadly effect. Women and children were driven back to an in-evitable death at the point of weapons, the owners of which were experts in the owners of which were experts in their use. Even the sick were not re-spected, and according to the stories of some of the survivors, women were stabbed like so many sheep. The scene on the water was even worse. Many of the unfortunate who were struggling in the water attempted to drag themselves into the boats am on rafts. These were rudely pushed back to the watery grave. It was back to the watery grave. It was time in which compassion was not be found. Here the knives and oth weapons did their accursed work Su scenes were fortunately shut out me the eyes of those on hoard the saing vessel. The fog prevented in

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

"I was on deck at the time Everything was going along smoothly, although it was very foggy, when I saw ship loom up right in front of us. She was actually scraping the star-board 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 Eng-

lish 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 and 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 I was driven away from the boats. I was chased away from the raft and ran aft again and I saw me men, passengers, 10 or 12, get a said around. Some one said to cut the forward guy from the davis, and I crept on my hands and knees and did o. Men, women and children were all round calling upon God for help, but only God could help them, men could not. Oh, it was pitiful. But we could not help anybody; we were in too bad a plight ourselves. I hung on to the guy rope and by it swung myself into overloaded boat. There were nineteen or twenty in the boat. this time the steamer was so listed that reople could not keep their feet, but were sliding shricking into the

"I saw some crowds start to lower boats as the ship sank but they could not unhook the blocks. We had only got three yards away when the steamer went down, her main truck almost striking our boat. Our escape was miraculous, for had, the truck struck us none would have escaped.

"The Bourgoyne settled into the water at an angle of forty-five degrees until we could just see her sec-ond smokestack, then the bow came up perpendicular, the steamer seemed to stand there for an instant, and

then disappeared stern first," At this point in Zurich's tale a scene occurred more dramatic than ever witnessed on the stage. Bursting into ears and wringing his hands, he oried out in plaintive tones: "Oh! God, then the sight was awful. "I's before my eyes all the time. May the Almighty spare me from such ansome praying, some begging to saved, women holding the babies their arms and calling upon God to save them, They all had to succumb to the engulfing whiripool, and sor few remained struggling above set

weep. A crowd of city people who nad collected on the wharf, listening to the recital, were so affected that

Not all of the passengers met death by drowning. Christopher Brunen saw sailor belonging to the Bourgoyne strike a passenger over the head with a bar and killed him. The body dropped into the water. The passengers grabbed the boat in which the ailor was and attempted to get on

teen persons on board and one hundred and sixty-three were saved. With the exception of two passengers, Prof. gers of the Bourgoyne are aboard the steamer Grecian, at the Cunard wharf The crew are also on board that 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, and are 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 yard-arm long ago.

early all the passengers who could speak English. One passenger said the officers and crew of the La Bourgoyne neglected the passengers en-The second officer was the only man

of the crew who did anything to help the terrified and helpless passengers. He cut loose all the boats that were aunched. He was last seen standing on deck with his hand on the rigging going resignedly to certain death. Christophere Brunini, a passe for two hours before he found a boat. He clung to this as his last hope. After some time another man got hold managed to right it. Under men and three women, who had evidently been drowned by the capsizing of the boat. Brunini said the crew vere cruel in their conduct towards the passengers. He was unable to get into the steamer's boat when he came on deck, being shoved away by the sailors. He paw many of his friends

found a raft with five men on it. The raft, how-ver, was tied and chained fast to the

back into savages w at last to ing to the away, he s forced to into the which she the man v sure he ca does not k Fred Nit jovial and tunate pas money and

of a pair he laughed the flendis sionate ea well. He woke in th would any deck and the officer The officer right, that Niffler, how with some until he re thought it time befo saw an Et hit him o end of the out of sig! Charles

pressed him of his cou man had h and 7 year them in a from etner not get in with the thought he surface ar where to be as lost. He a boat can in, but was Lisbra sho and blue. bruised fro After this water eigh Patrick young Iris Del. He is Paris to ti

there. He most of his on a raft sinking. H who could streets of attention. says he eve an Americ come acqu This man. call, was the forehead on his way From Paris land to see Charles could not s your corre

to the ship saw it wa any longer. water half within reac ter it, but him off wi is badly cu boats with clinging fo of the raft says the cr gers with be had, pu helpless in One of the will be Joh boat before aged mothe held him a ther into th grave. The and shove: was in the was saved artyshire.

> dent was was, one was quest seen that h but did not tion. The leri Giosepi give inform not to give in English, "Never min waiter gave lish by say self," and p bering in Fr

Charles

dren, also

who were