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GOES DOWN WITH NEARLY ALL ON BOARD

One Hundred and Sixty-Three Saved, While Over Five Hundred and Fifty Went to a Frightful Death—The French Liner La Bourgogne Run Down in a Fog by a British Steamship.

WOMEN KILLED BY MADDENED MEN

They Were Stabbed Like Sheep by the Cowardly Brutes Who Murdered the Weak in Their Fight for Safety—Crew Joined the Emigrants in the Struggle for the Boats.

THERE WAS NO DISCIPLINE

The Officers, With One Noble Exception, Utterly Disregarded the Safety of the Passengers, and Joined in the Fight for the Boats—Forty Women in One Boat Were Left to Their Fate—Steering Passengers Used Their Knives in the Water—Women and Children Pushed Away From the Boats to Drown—A Story of Horror, Brutal Murder and Abject Cowardice Which Has No Equal.

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 4, one of the most appalling ocean disasters in the annals of the trans-Atlantic commerce, and, in fact, in the history of steam sailing of the world. Almost without a moment's warning the French liner La Bourgogne, with 725 souls on board, was run down by the iron sailing ship Cromartyshire and 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 drowned by the fearful suction, struggled and fought for life, until 163 were at length rescued by the crew of the Cromartyshire, which ship survived the collision.

The story of the fearful disaster from the few officers and members of the crew who were saved is yet to be told, but if the words of the passengers who were dragged aboard the Cromartyshire and later brought into this port by the steamer Grecian are to be believed, the last few minutes on board the La Bourgogne witnessed some of the most terrible scenes of horror and cruelty that have blotted the history of a civilized race.

Instead of the heroic discipline which so often has been the one bright feature of such awful moments, the crew fought like demons for the few life-boats and rafts, battering the helpless passengers away from their only means of salvation. With the result that the strong overcame the weak, for the list of 163 saves contains the name of but one woman. The disaster occurred at 5 o'clock in the morning on Monday, July 4, about 60 miles South of Sable island, which lies nearly a hundred miles off this port. The Bourgogne had left New York bound for Havre on the previous Saturday, while the Cromartyshire was on its way over from Glasgow with a crew of 21 men.

Although the trans-Atlantic steamships have a definite course, the Bourgogne was, by all accounts, 40 miles or more to the north of these lines. The fog was very dense and the Cromartyshire was sailing along with reduced canvas and blowing the 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 terrific and tore a tremendous hole in the steamer, while the entire bow of the ship was demolished. The steamer plunged on into the fog again, her whistle crying for help and her rockets signaling her distress.

The Cromartyshire was rounded to and her master, Captain Henderson, was considerably relieved in finding that she was in no danger of sinking. Off to the eastward could be heard the hoarse call of the steamer, and as the fog began to lift all the boats on the ship were launched. Half an hour after the collision the misty curtain went up, giving a clear view for miles, and then it was that those on the Cromartyshire realized the fearful struggle for life on board the Bourgogne. The collision had come so suddenly and at such a time in the morning that few besides her crew were on deck, but the shock roused nearly everyone and within a few minutes the decks were crowded.

Fought for the Boats.
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 a panic ensued. Passengers and crew fought for the boats and life rafts. The strong battered down the weak, the women and children being pushed far away from any hope of rescue. Fists, oars and even knives were used by some of the demons to keep their places. The officers seemed to have been powerless over their own men, and only four were saved. The fight for life on the decks of the steamer did not last long, for in a little more than a half hour she gave a long lurch to port and went down. As she sank beneath the surface the vortex of the water sucked down everything on the surface within a certain radius. When the suction ceased those still alive saw about 200 bodies come 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 floated about, grasping for rafts, boats and wreckage in frantic endeavor to keep above water. Even then many of those in the boats, if the stories told are to be believed, showed their brutality by beating off those who attempted to climb aboard.

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, 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 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 and crew, and the battered hulk at the bottom of the ocean will probably be their tomb.

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

Only One Woman Saved.

Strangely enough, Mr. Lacasse is the only man of the saloon and cabin passengers who survived, while his wife is the only woman of 200, not only of the first saloon 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. When she reached the deck of the listing steamer 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 paralyzed. Matters were quiet, and there was no panic at first, though the decks were becoming more and more crowded with frightened people. The steamer was listing and settling, and then a wild fear seized on the throng, and the people lost their reason.

Mrs. Lacasse was separated from her husband in the scramble and the steamer listed so badly that she slid down the declivity and into the water. She had taken the precaution to put on a life belt before leaving her state room, and shortly after being thrown into the sea she was seized by the arm and drawn onto the life raft. Her savior was her husband. A moment later the ill-fated steamer disappeared and a whirlpool encircled the spot where the noble craft had been. Everybody around the vortex was drawn into it. The water rushed around, faster and faster, and the unfortunates disappeared with despairing cries.

Mrs. Lacasse had been on the edge of the maelstrom, but something striking her threw her outside the whirlpool, and the next she knew she was on the life raft. A boat containing 40 women was capsized and all went down in the whirlpool. There was not one man in this boat and it was left fast to the davits. Some of the women were trying to cut the ropes when the steamer careened and capsized the boat.

Mrs. Lacasse says that a moment after the steamer was engulfed men, women and children rose on every side

of the whirlpool, and the sight of the faces and the arms and the sound of shrieks was so terrible that she will remember them to her dying day.

Terrible Scenes of Murder.

Some of the scenes enacted on La Bourgogne just after the collision were terrible to witness. Men fought for positions in the boats like raving maniacs. Women were forced back from the boats and trampled on by the men, who made self-preservation their first object. Among them were a large number of lower class Italians and foreigners, who, in their frenzy, stopped at nothing that promised safety for themselves. In a boat was a party of 40 women, but so great was the panic not a hand was raised to assist in its launching. The occupants so nearly saved were drowned like rats when the ship, with an awful hissing sound, went down.

So desperate was the situation that an Italian drew a knife and made direct on one who, like himself, was endeavoring to reach the boats. Immediately his action was imitated in every direction. Knives were flourished and used with effect. Women and children were driven back to the inevitable death at the point of weapons, the owners of which were experts in their use. According to the stories of the survivors, the women were stabbed like so many sheep.

The scene on the water was even worse. Many of the unfortunates who were struggling in the water attempted to drag themselves into the boats or on rafts. These were pushed back into a watery grave. Here, too, knives were used freely. Not all of the dead met death by drowning. Christopher Bruinini saw a sailor belonging to La Bourgogne strike a passenger over the head with a bar and kill him. The body dropped into the water. The passenger grabbed the boat in which the sailor was and attempted to get on board.

There were 714 persons on board, and 163 were saved. With the exception of two passengers, Professor Lacasse and his wife, all the passengers of La Bourgogne are aboard the steamer Grecian at the Cunard wharf. The crew are also on board that boat. The Grecian 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 anything but pleasant looking. The officer at 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.

The Brave Second Officer.

The correspondent interviewed nearly all the passengers who could speak English. One passenger said the officers and crew of La Bourgogne neglected the passengers entirely. 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 he could, and in fact all the boats that were launched were launched by the brave second officer. He was last seen standing on the deck with his hand on the rigging, going resolutely to certain death.

Christopher Bruinini, a passenger, was thrown into the water and swam for two hours before he found a boat. He clung to this as his last hope. After some time another man got hold of the same boat and they managed to right it. Under the seats they found the dead bodies of four men and three women, who had evidently been drowned by the capsizing of the boat. Bruinini said the crew were cruel in their conduct toward the passengers. He was unable to get in the steamer's boat when he came on deck, being shoved away by the sailors. He saw many of his friends being prevented from getting into the boats by the sailors. He lost everything but what he stood in.

Mehlin Secondi, an Italian steerage passenger, is among the saved. When he got on deck he found a raft with five men on it. The raft, however, was tied and chained fast to the deck, and no sailors were near to let it loose. The ship of the five men had knives. The ship sank rapidly and they were all precipitated into the water. He was in the water 20 minutes and alone, the other five men sinking before his eyes. He came across a boat, which he tried to get into. He eventually succeeded, but not before a desperate fight with the crew. He was battered with oars and shoved out of the boat with hooks.

Mattie O. Surich, a Norwegian, said it did not appear to be anybody's duty to look after the launching of the boats. Those on the port side were not touched by the crew. People climbed into them, waiting for the boats to be launched, but in a short time the steamer listed so rapidly it was impossible to do so.

Many Could Have Been Saved.

Surich declares that two of the life rafts upon which people were saved were cut adrift by him. He was un-

able to move them, but they tumbled overboard when the steamer careened and proved useful. The steamer slowly settled down by the stern and starboard side and the water advancing gradually drove the people forward. Finally men, women and children were walking about on the port bow. The stern was deep in the water and the bow in the air. The ship gave a great plunge and hundreds of people were in the water, grabbing at broken oars, bits of canvas, etc., and struggling. Surich went over the starboard side and caught a raft, onto which he climbed. He thinks that had the boats been launched as soon as the steamer struck several hundred who perished would have been saved. Only one of the port boats, a small one, was launched. That was the boat the second purser escaped in. Surich saw one boat leave the Bourgogne with only a few people in it.

Among the survivors are nine Assyrians and Armenians. There were 75 Assyrians in the party when it left New York. All but eight perished. One of the eight lost his wife and two brothers and other relatives. Another lost two daughters. Only one of the 13 Armenians survives.

The one surviving Armenian tells a sorrowful tale of the drowning of an Armenian priest and his family, who had got into a boat with some 30 other people. When the end came and the boat was abandoned to its fate by the crew who had made an effort to launch it, the priest stood up, and with uplifted hands, prayed aloud. There are no survivors who saved more than enough clothing to cover their nakedness. Nearly all lost their savings, and they were mostly working people bound home to European lands.

Patrick McKeown says he heard of one woman having her throat cut and being thrown out of the boat to lighten it. He could not confirm it.

Manned by Savages.

August Plyrgi was eager to give your correspondent an account of his experience. He was in the water about half an hour and attempted to get into a boat. He was seized when he managed to get half in and thrown back into the water. Again he tried to enter the boat, but the savages who manned it were determined to keep him out. He managed at last to get in and to stay in. Clinging to the life line of a boat not far away he saw his mother, and as if his trials were not enough, he was forced to watch a man shove her into the ocean with an oar. She never rose. He said the man was saved and he was almost sure he could recognize him.

Fred Siffer, a Swiss, was the most jovial and contented of all the unfortunate passengers. He lost all his money and clothes with the exception of a pair of pants and a shirt, but he laughed now and again and cursed the French sailors with passionate earnestness. Niffer got into a lifeboat with some others and remained there until he reached the water, when he thought it was time to leave. None of the sailors ever attempted to let the boat loose. He swam for a long time before he was picked up. He saw an Englishman attempt to get into a boat, but the men in the boat, who were sailors of La Bourgogne, hit him over the head with the butt end of an oar. He fell back and sank.

Charles Liobra, a Frenchman, expressed himself as thoroughly ashamed of his countrymen's conduct. This man is one of the most unfortunate. He had his two motherless boys, 5 and 7 years old, with him. He put them on a boat, but was prevented from entering himself. He did not get in and the boat went down with the ship, but he came to the surface and swam to the boat with his boys. They were nowhere to be seen, and he mourns them as lost. He floated a long time before a boat came along. He tried to get in but was assaulted with oars and hooks. Mr. Liobra showed the correspondent his arms and body. His arms are black and blue and his body is terribly bruised from the blows he received after this boat went off he was in the water eight hours.

Patrick McKeown is an intelligent young Irishman from Wilmington, Del. He is indignant at the brutal treatment. He was more fortunate than most of his fellow passengers and got on a raft when the Bourgogne was sinking. One of the worst sights, he said, he ever saw, was the murder of an American by a Frenchman. He was acquainted on board the steamer. This man, whose name he cannot recall, was from Philadelphia, where he has a wife and family. The Philadelphia man was trying to get on a raft not far distant from the one McKeown was on. A French sailor grabbed half an oar and beat him over the forehead.

Charles Duttweiler, a German, managed by an interpreter, to tell his story. It is that he got in a boat which was tied fast to the ship and stayed in it until he saw it was certain death to remain longer. He jumped, but was carried down in the whirlpool made by the sinking steamer. He was in the water half an hour when a boat came along within reach and he attempted to enter, but the wretches in it shoved him off with boat hooks. His left is badly cut by the jabs he received. He saw women shoved away from boats with oars and boat hooks when trying to the lifelines of the rafts and lifeboats. He also says the crew assaulted many passengers with any implement that came handy, and if no instruments were to be had punched the women into the water with their fists.

Threw His Mother In.

One of the most important witnesses will be John Burgi, who got into a boat with his mother before the ship sank. The sailors in the boat held him and threw his poor old mother into the water. The sailors threw him out, beat him with oars and shoved him under the boat. He was in the water nine hours before he was saved by a boat from the Cromartyshire.

Gustav Crimiaux, a French passenger, corroborated the other passengers in their statements about the crew. They did not attempt to cut any boats loose except those which they needed themselves. He saw women shoved away from boats with oars, and not

(Continued on Page Three.)

GEN. SHAFTER IS WAITING FOR REINFORCEMENTS

No Forward Movement Is in Immediate Contemplation—Deep Concern Over the Suffering of Our Wounded Troops at Santiago—Departure of Eastern Fleet Delayed.

Washington, July 6.—By comparison with what has gone before, to-day was very quiet at the war and navy departments. There were bulletins posted in the former department, but there were none of more recent date than yesterday, and so far from indicating an impending battle, the general tendency of these bulletins was to show that no forward movement is in absolute immediate contemplation. Deep concern is felt here at the deprivations and sufferings of our troops lying in trenches and in field hospitals surrounding Santiago, and there is everywhere a disposition to insist that hereafter haste shall be made slowly and that the equipment of our soldiers, their commissary and quartermaster's supplies, their ammunition and their hospital stores shall be complete in every respect before they advance further. This is likely to be the rule, even at the expense of time and in the face of the criticism of the element that has been vehemently insisting upon rushing the campaign without regard to cost in blood and money.

Confidence is felt that there will be no friction between the army and navy commanders, and that the conference between them will result in an agreement on a joint plan for the prosecution of the campaign. In the event that this belief should not be well founded, the president is prepared to act himself by orders from first hand. There is much of force in the argument that if Sampson is obliged to enter Santiago harbor before the forts are captured he will jeopardize the whole of the iron-clad fleet under his command, since by the sinking of one of these ships in the narrow channel through a Spanish mine or shell the fleet would be left helpless and exposed to destruction under the guns of the forts, to which they could make no reply, owing to the elevation of the latter. On the other hand, the army officers seem to be justified in avoiding the tremendous sacrifice of life that would be involved in again trying our soldiers upon the Spanish defenses until they have been materially reinforced in numbers and strengthened by artillery.

Sampson did not report to-day to the navy department, but the war department sent over a very agreeable message from Shafter announcing the readiness of the Spanish to exchange Hobson and his men. It was believed that this was accomplished some time during the day, though notice of it has not yet been received.

The fact that several of the vessels selected for Watson's fleet were in the thick of the engagement of July 3 promised to delay somewhat the departure of the eastern squadron for the shores of Spain. The vessels have consumed a good deal of coal and doubtless have expended a large quantity of their highest grade of ammunition in the furious attack on the steel warships of the Spanish. It will be necessary to replenish these stores before any long voyage can be begun. However, Secretary Long has given strict orders for the preparation of this squadron, and it certainly will be off in the course of a few days.

The movements of the Cadiz fleet are very puzzling to our experts here. Weakened as it is by the sending back of the torpedo boat destroyers, the Spanish squadron bound for the Philippines seems destined to go to as sure destruction as did Cervera's unlucky ships when they headed westward from the Cape Verde islands. The Spaniards are without doubt fully aware of the inferiority of their fleet, and why they persist in sending it to be sunk in the Philippines is a mystery. The department was advised to-day that the squadron was passing through the Suez canal, and as the vessels must have paid the heavy toll required in advance, the indications are now regarded as conclusive that the ships are actually bound for the Philippines. This belief stimulates the preparations here for Watson's sailing. He will strike straight at Camara, who, in the end, is doomed to be caught between Watson and Dewey.

The report that the fine ship Yankee, lying at Tompkinsville, just from Cuba, had yellow fever, caused a good deal of worry at the department until Captain Brownson telegraphed during the day that there was absolutely no fever on the ship and that she was not in quarantine.

Secretary Long regarded the report that the Alphonso XII. had been destroyed while trying to run the Havana blockade as the best news of the day. It had not come to him in a direct official way, but through a report from General Greeley, chief signal officer, who had received a cipher message stating briefly that the Spanish ship had been overhauled near Mariel and was trying to get through the blockade, and was a total loss as a result of the fire upon her. Both the secretary and General Greeley regarded the report as authentic, but there was a desire to get more details, as this has been something of a speculation.

The Alphonso XII. is an iron gunboat, with one screw, one funnel and one military mast, barque rigged, 280 feet long, 45 feet beam and 15 feet draught. She has a displacement of 3,900 tons. She had a speed of 17 knots at short distances, and an average speed of 14 knots, and carried 18 large guns, five machine guns and five torpedo tubes. Her officers are the crew numbered 370. Secretary Long is quite hopeful that several of the Spanish ships of the Cervera squadron can be saved in part at least, and possibly as a whole. The contract with the Merritt Wrecking company is by the day, and may be

cancelled at any time if the government finds the salvage is not progressing satisfactorily. Two large wrecking vessels left Norfolk to-day to begin work upon the Colon, Yacaya and Oquenda.

ALPHONSO XII. A TOTAL LOSS.

Washington, July 6.—Secretary Long has received word through General Greeley, signal officer, which is accepted as confirming the report that the Spanish ship Alphonso XII. was destroyed while trying to run the Havana blockade. General Greeley's information came in a cipher message and he considers the report reliable. The ship is said to be a total loss. It occurred near Mariel.

THE WHEREABOUTS OF HOBSON.

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The headquarters of General Kent's division, July 5, by the associated press dispatch boat Dauntless, via Port Antonio, Jamaica, July 5, via Kingston, Jamaica, July 6, 1:25 a. m.—General Kent, whose division faces the hospital and barracks of Santiago de Cuba, has been notified by the enemy that Assistant Naval Constructor Hobson and his companions of the Merrimac are confined in the administration building, over which two white flags are flying. During the diplomatic conference yesterday Hobson and his fellow prisoners could be seen, through flashes from Kent's headquarters, looking out of the windows.

TROOPS FOR SHAFTER.

They Will Be Hurried to the Coast and Shipped to Santiago.

New York, July 6.—It is expected that the recently acquired troop ships, the Mohawk and Mississippi, which left here, will reach Tampa in three days, and will be under way for Santiago two days afterward.

The Atlantic steamship Mobile, Captain Layland, has arrived in port from London, making the voyage in 12 days. The Mobile is one of the steamships sold by the company to the government. As soon as her cargo is discharged she will get under way for Tampa. Another ocean steamer has been inspected by Major J. W. Summerhays. The vessel was the Flamingo, a British steamer, which plies between New York and West Indian ports. She is an old boat, but has good carrying capacity. The Port Victor, now lying in the Atlantic basin, is being fitted up for her voyage to Cuba. She is a refrigeration ship, and will carry supplies only. She will be ready to sail next Monday. The Panama, one of the prizes captured off Havana, is preparing for her departure next Tuesday. She belonged to the Spanish Atlantic line. She will go from here to Norfolk, where she will take on 100 men and a cargo of supplies. At the Mallory line pier, East River, the Odbahn has been taken in hand by representatives of the government. When from Santiago on the British mailer 1,000 men and 500 horses. The Arcadia will sail from this port to-day for Tampa, where she will take aboard 350 men and 300 horses.

The quartermaster's department has received no orders regarding the new relief ship which was reported to have been ordered by the authorities in Washington.

PANDO WOUNDED.

But 7,000 of His Troops Succeeded in Reaching Santiago.

New York, July 6.—A dispatch to the Herald from Kingston says: Another of the Spanish leaders, General Pando, has fallen in battle, but his troops, numbering 7,000, have succeeded in getting into the city of Santiago. This interesting news is obtained from refugees who arrived here from Santiago on the British mailer Pallas and the Austrian warship Maria Theresa.

According to these refugees, General Pando was seriously wounded in the arm while commanding his troops in a battle at Dos Palmas, at which point General Garcia with several thousand Cubans attempted to prevent his further advance toward Santiago.

After the battle General Pando's men proceeded toward the city, finally entering without difficulty. General Pando was carried along with the troops and is now being cared for on the dismantled Spanish cruiser Reina Mercedes, which is lying in Santiago harbor and is used as a hospital ship.

AFTER DISCHARGES.

Assistant Secretary Meiklejohn Publishes an Order on the Subject.

Washington, July 6.—Scores of applications for the discharge of enlisted men in the army have been received at the war department. They come from fathers and mothers, wives and friends, all of whom are bringing every possible political influence to have their requests granted. Senators and representatives have been urged to use their influence on the departments. In order that a clear understanding may be had by the public concerning the matter of discharge from the army, Assistant Secretary Meiklejohn has rendered a

(Continued on Page Two.)