boat and together they managed to right it. Under the seats they found the bodies of four men and three women who had evidently been drowned by the capsizing of the boat. Brunon said the seamen were cruel in their conduct toward the passengers. He was unable to get in the steamer's boats 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.

Mehleni 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. None of the five men had knives. The ship sank rapidly and they were all precipitated into the water. He was in the water twenty minutes and alone, the other five 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 with boathooks.

Mrs. Henderson, wife of the captain, was on board the Cromartyshire with her two children. She tells a thrilling story of the terrible experience. The weather was foggy and she had risen from her bunk at an early hour, as was her custom when the weather was bad. Shortly before the vessels came together she heard a whistle on the port side. The Cromartyshire was sounding her fog horn at intervals of one minute. Mrs. Henderson called the attention of her husband to the soundings of the whistle, and a minute later the mate, who was on watch, also detected the sound. It came nearer and nearer, and Mrs. Henderson stood by the cabin in order to rescue her children should a disaster occur.

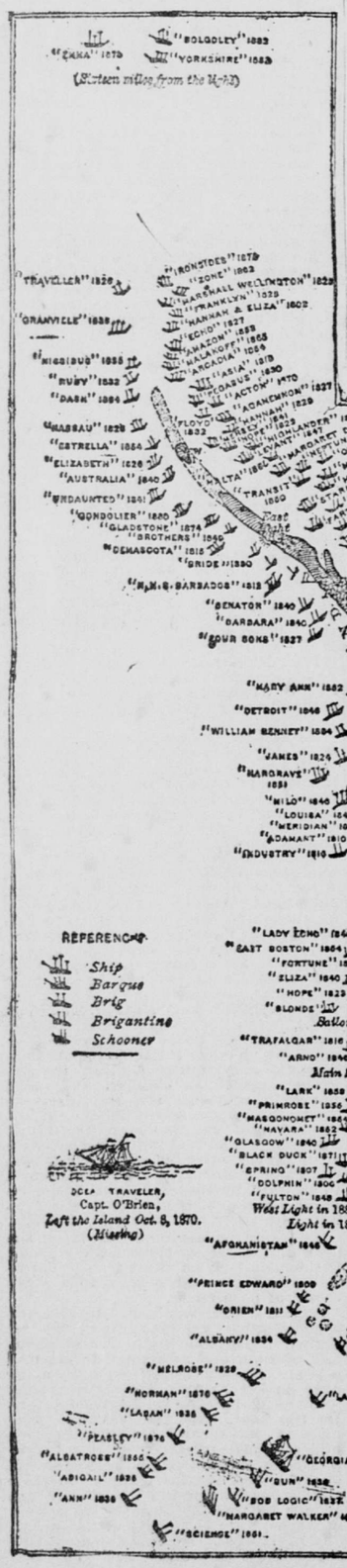
Suddenly the huge hulk of an ocean steamer loomed up in the mist, going about seventeen knots an hour. Almost immediately there was a fearful crash and Mrs. Henderson rushed below and found her children awakened by the shock. She dressed the little ones as quickly as possible and removed them to the deck, expecting to see her own ship go down at any minute.

Captain Henderson, as soon as the collision occurred, ordered the boats to be lowered and the damage to be ascertained. As it was found that the Cromartyshire was in no immediate danger the Britisher put about. The vessel with which they had collided was at that time unknown. A few minutes later her whistle was heard and several rockets were sent up. Captain Henderson replied in a like manner thinking the steamer was offering assistance, but in a few minutes all was quiet, and those on board began to realize the awful results of the collision.

On the morning of the collision Captain Henderson was on the poop with his third mate, A. C. Stewart. Sailor Haley was on the lookout, and First Officer Killaman was also on the forecastle deck. The Cromartyshire was making about five miles an hour, with several sails set, and taking in all the time. Not a sound was heard until Lookout Haley saw a large steamer half a ship's length ahead on the port bow. In an instant the Cromartyshire's jibboom struck the Bourgogne's bridge and the sailing vessel crushed into the liner, staving a big hole near the engine room. La Bourgogne scraped the whole length of the Cromartyshire's port side and then she veered off. La Bourgogne blew long, mournful whistles for assistance. Third Mate Stewart of the Cromartyshire says that the Frenchman evidently thought the Bourgogne had sunk the colliding vessel.

At the time of the collision, Third Mate Stewart says, La Bourgogne was going at about the rate of eighteen or nineteen knots an hour, through a dense fog, shutting out everything more than twenty yards away.

About three hours after the Cromartyshire picked up the survivors the Allan liner Grecian was sighted and took the Cromartyshire in tow. About 8 o'clock that evening, three miles away, Third Mate Stewart heard guns and saw three rockets go up and a blue light, the signal of distress, burning. The Grecian signaled to the Cromartyshire that she was going to assist the vessel signaling. In a few minutes, however, the light disappeared and no more guns or rockets were discharged, the vessel certainly having sunk. Professor La Casse, one of the survivors, is of opinion that there was a third vessel in the collision, as he saw La Bourgogne sink within ten minutes after the collision.



AN OCEAN GRAVEYARD.

The great disaster took place only a few miles to the eastward of Sable Island, a spot that is known to seamen the world over as "the ocean graveyard." It is but a low stretch of sand, and its borders are constantly shifted by the furious seas that beat upon them and the treacherous currents that come and go. Yet not a foot of the island that is now above water but has some story of horror connected with it. Any old tar who has visited the locality can spin yarns by the hour about the numerous ships' crews who met their death on the sands of the "ocean graveyard."

It would be impossible to tell how many vessels have been wrecked on the shores of Sable Island, but since the founding of the British Humane Society, in 1802, a record has been kept of all the disasters that have taken place there. They now number more than 200 vessels of all sizes, from the stately liner to the humble fishing smack. Sable Island is about thirty-one miles in length and four miles in width. It has, however, undergone many startling changes since it was surveyed by order of the British Admiralty in 1776. A portion of the island is washed away each year; in 1814 a section three miles long and forty feet wide was carried away during a severe gale. Since the beginning of the present century it has decreased in length about twenty-four miles and two and a half in width.

THE STORY TOLD BY THE CROMATYSHIRE'S LOG.

HALIFAX, July 6.—The log of the Cromartyshire, signed by Captain Henderson, is as follows:

"On July 4, at 5 a. m., we were in a dense fog, the position of the ship being sixty miles south of Sable Island, the ship by the wind on the port tack heading W. N. W., though under decided canvas and going about four or five knots per hour. Our foghorn was being kept going regularly every minute. At that time heard a steamer's whistle on our west port side, or port beam, which seemed to be nearing very fast. We blew the horn and were answered by steamer's whistle, when all of a sudden she loomed through the fog on our port bow and crashed into us, going at a terrific speed. Even the foretopmast and maintop and gallant mast came down, bringing with it yards and everything attached. I immediately ordered the boats out and went to examine the damage. I found that our boats were completely cut off and the plates twisted. The other ship disappeared through the fog. However, our ship was floating on her collision bulkhead, so there seemed no immediate danger of her sinking.

"We set to work immediately to clear the wreckage and remove our starboard anchor, which was hanging over the starboard bow and in danger of punching holes in the vessel. I heard a steamer blowing her whistle on coming back and we answered with our foghorn. The steamer then threw up a rocket and fired a shot. We also threw up some rockets and fired several shots, but we neither saw nor heard anything. Shortly after, or about 5:30, the fog lifted somewhat and we saw two boats pulling toward us with the French flag flying. We signaled them to come alongside, and found the steamer was the La Bourgogne, bound for Havre from New York, and that she had gone down.

"We laid to all day and received on board about 200 survivors from among the passengers and crew, reported to be in all about 600. Several of the passengers were on life rafts without oars, and I called for volunteers from among my crew and the surviving French seamen to bring those rafts alongside the ship. Some of the passengers and seamen from the sunken steamer assisted us and we jettisoned some thirty-six tons of cargo from our forehold in order to lighten the ship.

"At about 3 p. m. another steamer hove in sight, bound westward. We put up our signals, 'N. C.' (want assistance). Shortly after a steamer bore down toward us. She proved to be the Grecian, bound from Glasgow to New York. The captain agreed to take the passengers on board and also agreed to tow my ship to Halifax. Owing to the condition of my ship I accepted the offer, and proceeded at once to tranship the passengers and get ready our towline. At 6 p. m. we had made a connection and proceeded in tow of the Grecian toward Halifax, having put a sail over the broken bow to take part of the strain off the collision bulkhead. There was at that time fourteen feet of water in the forepeak."

LIST OF PASSENGERS AND THOSE RESCUED

NEW YORK, July 6.—The following is the first and second cabin passenger list of La Bourgogne. The French line does not register the addresses of its passengers:

Cabin Passengers.

Mrs. M. Arrouet, Rev. Brother Ambroise, E. A. Angel, Antoine Achard, Mrs. Antoine Achard, Miss Marie Achard, Antoine Achard Jr., Guiseppe Alpi, Master Giovanni Alpi, Mrs. L. Bromberg, Rev. Leon Baumann, Miss Binds, Gaspard Behr, Mrs. Bourneville, Mrs. C. Bourquin, Mrs. J. N. Bronk, Ferdinand Brochard, Mrs. Ferdinand Brochard and child, Miss Leonie Brochard, Paul Broyer, Mrs. Paul Broyer, Miss Barcelo, Miss Rose Casazza, Louis Casazza, Giacomo Casazza, Mrs. Juliette Cicot, W. V. Clark, Mrs. W. V. Clark, Mrs. J. B. Coleman and maid, Mrs. H. S. Crumley, Gustave Cure, Mrs. Gustav Cure, J. A. Chanut, Pierre Collin, G. Carbral, Luigi Caneo, Miss Connor, A. Cablat, Mrs. E. C. Cook, Mrs. Joseph H. Durkee, Mrs. J. F. Dillon, Mrs. Dillon-Oliver and maid, Mrs. Ernest Delmotte, Sylvan Dumont, Mrs. Dumont, Mrs. Bosc, S. E. Davis and valet, D. Scott Evans, Miss M. Evans, Miss B. Evans, Miss L. Evans, Frank A. Fiston, Mrs. Frank A. Fiston, Miss Marie Fiston, Master Frank Fiston, Rev. Cyprien Floriscone, Giovanni Fellini, Adolph Graf, A. Grandvilliers, M. Gini, Mrs. Josephine German, Albert Gaidot, Jorge Grieshaber, Mr. Gabriel, Master Gabriel, Edward Halpron, Mrs. M. Hummel and two children, Mrs. James J. Haggerty, Anton Hednick, R. Hyman, Mrs. R. Hyman and child, Miss Frances Hess, Mrs. D. Huntzman, Miss Harriet M. Lover, Leon Jacquet, Mrs. Leon Jacquet and child, Mrs. C. Janssen, Mimee Jolocat, Richard Jacobs, Mrs. Richard Jacobs and child, Rev. A. Kessler, Dr. S. Koppe, Mrs. S. Koppe, Regis Mennier, Paul Merlin, Miss Emma Mader, Mrs. James Marshall, Miss Morin, Mrs. Osgood and child Mrs. John Perry, Miss Sadie Perry, Miss Florence Perry, Miss Katherine Perry, M. Perry, Miss Suzanne Perrier, Leon Ponteau, Mrs. Leon Ponteau, Very Rev. P. L. Pensier, Miss Mary Poncy, Mrs. A. Povolni, Miss Anna Poncin, Lorenzo Polcri, Enrico Polcri, Master Polcri, Miss Edith Patton, Anthony Pollock, Mrs. Anthony Pollock, Miss Plante, Mrs. Pimson, E. R. Rundell, Henry Kraemer, Mrs. J. Kiehl, Oswald Kirner, Legonidec de Kerdaniel, Mrs. H. H. Knowles, Mrs. Henry M. Kidd, Dr. L. E. Livingood, A. D. la Casse, Mrs. A. D. la Casse, Emile le Giess, En la Marre, Mrs. G. Lauichesse, L. Labret, Miss Labret, Mrs. Logas, Mrs. Pauline Langley, Miss A. Langley, Miss M. Laurent, Mr. Laurenoona, Mrs. le Tourneau, Miss le Tourneau, Miss Bertha Mohl, Rev. Bernardin Merlin, Miss E. McFarland, Patrick McKeown, Miss J. Mosse, Mrs. E. R. Rundell, Miss Evelin Reeves, Mr. Paul Risal, Mrs. J. Rousall, Miss Caroline Ritter, Jean Roneayol, Mr. Robell, A. Schultz, Mrs. M. Schultz and maid, Miss Carola Schultz, Miss Mildred Schultz, Louis Sidebro, Miss Therese Sommer, P. J. Sosa, J. A. Sosa, E. P. Steel, G. Steel, C. Tacot, Mrs. C. Tacot, John Taltenger, Mr. L. Terland, Mrs. Valledo, Miss Van Cauteren, E. A. Van Cauteren, E. L. Van Cauteren, Jerome Vacher, Miss D. Vallette, Mr. Vassel, Mrs. P. Vassel, Ralph Leon Williams, Rev. W. G. Webster, A. Weiss, Mr. E. H. Wurtz and two children, H. E. Weissig, Mrs. Wright, Mrs. Whitney, child and maid, Professor E. L. Watter, H. J. Wind, Otto Zaiger. H. G. Wind, A. La Coste, Mr. Diaz, Mr. Seaballa, Mr. Cariellas, S. Madrid, Jose del Campo, Mr. Grouin, F. Gonzales, Mrs. Villaminst, Mrs. Picnon, Miss N. Piecot, L. G. Gauthier, C. H. Liebre, two children, J. Hagerty, Mrs. Sabordes and child, Misses Parcelo (three), T. Strauss, Mrs. Strauss, Miss M. Strauss, Mrs. W. Strauss, Miss Cauchen, Mrs. Wallace J. Spiles, D. Wyman, Mrs. Wyman, Master Wyman, Ernest Dolmotte.

Silvania Dumont and Emil Lagros, who were in the printed list as passengers, were not aboard the steamship.

Steerage Passengers.

The following is a complete list of La Bourgogne's steerage passengers:

Const Koujek, R. Der Stephania, wife and three children; Stephan Kosazian, Josephine Bailly, Emile Luttlemaur, E. Deral and infant, Isaac Horam, Isaac Mikael, Isaac Jemil and infant, John Aberdin, El Si Wiffgener, Victor Wehldemuth, Louis Schwappacher, Adrien Deron Jr., Alone Viron, Germain Viron, Adrien Viron, Nicolai Rojo, E. W. Taussig, — Schmidt, Michelini Seccondo, Louis Handu, Eugenia Burli, G. Pacheta, Giovanni Nicola, N. G. Legron, L. Hoquet, L. Caron, Anna Marcy, Mary Theresa Marcy and infant, Luzzera Banner and 3 children, Anna Halman, E. Hurst, Louis Peresini, Peter Phebib, Broadway Phebib, Mrs. Phebib and child, August Creton, Charles Duthweiver, John Jehdi, George Dod, John Kezna, Mikael Kouri, Raphael Moukihal, Abraham Rhael, Schakrina Moufari, Mary Azizo, Angelo Pastorelli, Nicoli Guistiano, Luigi Nocli, Marco Boratto, Christofero Bunini, Emma Mader, Charles Kelleberger, Albertine Kelleberger, Adeline Raymond, Mrs. Metelli and child, Jean Metelli, Caroline Metelli, Caroline Donwarth, Dondetta Nuleri, Giovanni Jallini, Aariano Bertoui, Mrs. Annie Assouad and baby, Mrs. Sarah Assouad, Marguerite McVager, Rosine Pabst, Gradmeier Caimelle, Mrs. Caimelle, Michele Finamoni, A. Pocher, Marc Germain, Juro Karoich, Anton Laue, Jacob Tonnous, Nicola Antonieci, Anton Curabatovich, Louis Ondre, Boleri Guiseppe, Khabil Elkouri, Serkes Francis, Joseph Nalefero, Abraham Naledef, Nicholas Steiner, Fr. Demaballisto, Salsa Mervine, Giovanni Bonich, Dermons Agoob, Saleen Goff, Daris Zizzar, Michael Zizzar, Salem Mialio, Thekrallah Bouall, Elis Deib, Shakeen Hoff, Saleen Moufarino, George Azizze, Essa Bareekat, Nicol Dub, Josef Alo, — Asli, Antonio Capotosti, George Aoni, M. John Nathan, Auguste Deveux, Marcel Burl, J. Rahnellieux, Joseph Azelvande, Ernest Delmotte, Emanuel Delmotte, Resheed Milan, George Doumit, Francesco Maccacchiri, J. Fuhrer, Miss Fuhrer, Gustave Fuhrer, Leon Fuhrer, Jean Fuhrer, P. Mazoli, G. Delfanto, Bertrume Boaggio, Luigi Martinelli, Gustave Gritaux, T. Winer, Nicola Tournenick, Ant Kattchi, Henry Mollinger, John Burgy, Mrs. Burgy Miss Fluckiger, Berthe F. Fluckiger, Giov T. Ganzinotti, August Bergy, John Eppich, Fritz Niffler, Marcel Gillette, Joseph Brun, Alfred Dubinler, Peter Ulrich, Giovanni Giowini, Ponto John, T. Commen, I. Zoka, John Marcy, Mrs. Marcy, Ann Mihello, Adele Vessel, Vitt Delguerra, Miss Adele Steltz, Gallos Peterson, Mikail Debdoub, Nicolas Thelpis, Guiseppe Cavallero, Agrostino Compiani, Abd Allah Ballourn, Albert F. Chaltere, Giuseppe Ciavel, Giuseppe Cochino, Alfred Hogon, L. Etienne, Helen Etienne, Mary Lambert, Carlo Antonine, Moussa Daoud, Thomas Teveklian, George Frios, Mrs. Frios, Luigi Clerico, Bioha Nisai, Mouhann Saghiah, M. Bruel, Mrs. Maria Belli, Andelo Zecca, Franc Zecca, Mrs. Zecca, Augostino Sartori, Jacques Bacaral, Mateo Zurich, Giov Carlveto, Elias Salim, Simon Dinossikian, Jean Gaspoz, Adams d'Oral, Gennara Pressto, Mrs. E. Johnson, Jos. Cesaro, David E. Barbieri, Catarina Ricrane, Costa Batista and child Costa, Israel Yousauff, Buglio Daniele, Vergilio Dolfi, Giov Gasparine, Mrs. Gasparine, Carlos Cassel, Mrs. Cassel and infant, Mardiro Asadoorian, Vit Canessara, Caesar Torini, Fr. Josian, Fort Sicher, Fr. Zeiman, Luigi Nasini, four Nasini children, Infant Nasini, Amelio Gavazzi, Mrs. Gavazzi, Marg. Brovatin and child, Ant. Krec, Marib Debene, Martin Jakee, J. Soumayrach, Ant Zenidaroic, John Zenidaroic, F. Kulla, F. Byer, Mich Horn, C. Alberti, G. Caneto, C. Molinari and child, Infant Molinari, Lucien Johanne, Mrs. Johane, Mathilde Faivre and infant, Erzene Ratch, Mrs. Ratel, John Coris and two children, George Andrennopolis, Abramo Cavozzi, Mrs. Cavozzi, three children and an infant, Ferdin Staffaroni, Mrs. Staffaroni and infant, Tomaso Melatisene, Shif Such, My Mayer, Solomon A. Toman, Albert Heyman, John Halter, Joseph Richman, Jacob Matkovic, T. Graffo, Lucelle Lucia, Merlotti Angelo, Leone Melegrano.

The Survivors.

Following is the list of those saved:

Passengers, second class—Albert Gaidot, Mr. and Mrs. la Casse, Antoine Achard, Oswald ——, Charlies Liobre, Jacques Baccarat, Otto Zaizer, Lucien Verland, Patrick McKeown, B. German.

Third class— —— Comeo, Antonio Nicclas, S. Stiffano, Antone Combatobic, Yvan Bomohy, Antoline Louis, Neglis Yeopola, Jacob Malkevich, Joseph Stok, Joseph Richmang, Borrato ——, Engene Burrall, Penecette ——, Christopher Brummus, Antonio Zucke, Louis del Pante, Antonine Russ, Ernest de la Mott, Jose Rellyer Tennie Graff, Thomas Mavatesini, Isaac Tarquis, Edouard Gorges, August Boss, —— Borgein, Fred Hyffler, Henry Carlevate, Gustino Nicclas, Dominico Branq, Pellegrune Pampani, Kailalil Elkon, Adolph Alier, Alcel Ebrahims, Michael John Miller Cori, Borthonert Adrino, Frantz Klonek, August Satoris, Carpariso ——, Charles Antonio, Charles Kassel, Zurich Matheo, Michelina ——, John Rachid, Demes Herch, Anne Bengado, Foune Lucia, Hootomich, John Kourr.

Members of the crew: Edward Laisne, fourth engineer; Emile le Bourch, first electrician; Andre Depree, electrician; Ernest Schott, second purser; Jean Pallot, boatswain; Pierre Ballard, second mate; Jean Mavue, second carpenter; Yves Oliver, Louis Core, Maurice Devale, quartermaster; Yves Perres, Yves Lebris, Victor Gendrol, Sylvester Allain, Vin. Leperson, sailor; Emanuel Jacob, Teston Lenore, Rene Danis, Pierso Lebreton, Fortune Vallerie, Desire le Magour, Pierre Ruffett, Guilluame Lepaso, Joseph Tentius. Boys: Jules Befer, August Tacheur, Andre Darshy.

Saved from the engine room—Louis Geran, Joseph Andren, Jean L. Jean, Joseph Holler, Pierre Bernard, Louis Proudham, Louis L. Heroder, Henry Martin, Yves Protes, Yves Sallns, Jean Reflech, Louis L. Jubiel, Pierre Jehannot, Yves L. Gall, Jean Massio, L. Petot, Jose Allain, Yves Rallec, Charles Fortin, Louis Cento, Jean Leporre, Yves Bequel, Joseph Hovat, Joseph Hellegus, Pierre Coquart, James Crowley, Francis Hamel, Joseph, Eseats, Yves Mainguy, Jean Calvary, Francis L. Gall, Vincent Rallec, Guenolet Kerandror, Charles Bidaut, Hippolite Lingauy, Francis Licolas, Jean Marec, Alars L. Mescauy, Angele Dantec, Alexis le Chero, Joseph Pierounc, Julian Pierounc, Yves Easel, Mario Mainguy, Jules Baille, Jean Bloun, Pierre Legardien, Jean Malgom, Francis Caulet, Yves Larcher, Pierre Velsin.

Waiters and employes: Louis Thibaut, Cortes Savage, Alphonse Rivaut, Jeanne Tourage, Eleanor Devan, Henri Dobrava, Pierre Goazamhis, Camille Clare, Edmund Cassey, Alexander Bouchard, Charles Huch, Eugene Thomas, Charles La Croix, Emile Paulnier, Alexander Bigear, Gaston Havel, Prosper Chauvin, Louis Gautier, Oliver Goodelio, Fernandino Olivero, F. Gaussey, Henri le Fracois Ernest Angel, Dufour Jacques, Francois Lucas, Louis Leepert, Frances Sayers.

THE VESSEL AND ITS GALLANT OFFICERS

NEW YORK, July 6.—La Bourgogne was built in 1886 at La Seyne. She was a four-masted, ship-rigged screw steamship of 7359 tons gross register and of 8000 horse-power. She was 494.5 feet long, had 52.2 feet beam and was 34.6 feet deep. She was built of steel and iron and had twelve water-tight compartments and carried water ballast.

The officers of La Bourgogne were:

Deloncles, commander.
Dupont (Fr.), second captain.
Pichard, first officer.
Delinge, second officer.
Rempler, third officer.
Dalido, chief engineer.
Brissac (Ch.), second engineer.
Gautier, third engineer.
Laisne, fourth engineer.
Durand, purser.
Scol, assistant purser.
Dr. del Pech, surgeon.

Captain Deloncles, who went down with the ship, was about 40 years old. He had been in command of La Bourgogne less than six months, prior to which time he was captain of La Normandie.

The British ship Cromartyshire, Captain Henderson, sailed from Dunkirk June 8 for Philadelphia. She is a full-rigged, three-masted ship of 1462 tons register. She was built at Glasgow in 1879 and is owned by W. Law & Co. of that city. She is 248.9 feet long, has 32.9 feet beam and is 22 feet deep.

PROMINENT PERSONS ON LA BOURGOGNE

NEW YORK, July 6.—Brother Ambrose, who was lost with La Bourgogne, was president of the Christian Brothers' College in Sacramento. His family name was Fitzgerald. He was a nephew of Rev. Brother Justin, who introduced the educational system of Christian Brothers into the West. Brother Ambrose was born in Brooklyn thirty-six years ago and educated at St. James' School, conducted by Christian Brothers in that city. At the early age of 16 he entered the Order of Christian Brothers and was sent West to St. Mary's College in Oakland, Cal., of which his uncle, Brother Justin, then was president. He remained there as student and later as teacher until five years ago, when he was made president of the Christian Brothers' College in Sacramento.

Hard work had somewhat impaired his health during the last six months, and he was granted two months' leave of absence, which he decided to spend in France. Two weeks ago he came East.

All Harlem to-night went into mourning over the report that Rev. Anthony Kessler, pastor of St. Joseph's Roman Catholic Church, had been lost in the destruction of La Bourgogne. No clergyman in New York was more universally popular with persons of every denomination. Father Kessler leaves two brothers, Frank and Joseph, who own the largest onyx mines in California and are owners of gold mines in that section. They reside in San Francisco.

As a cabin passenger on board La Bourgogne was Rev. Cyprien Floriscene, the Dominican prior, O. S. P., at Sherman Park, L. I.

Among the passengers were Mrs. Thomas H. Whitney, child and maid. Mrs. Whitney was the wife of Thomas H. Whitney of the Albany Glass Works, Glassboro, N. J. The Whitneys' residence was in Washington, D. C.

Mrs. J. B. Coleman, another passengen, is known to the public as Bernice Wheeler, the actress. She was married less than a year ago, her husband bein a resident of Lebanon. She was 26 years of age, and formerly resided in Kansas City.

Yousouf, "the terrible Turk," was a second cabin passenger. His name does not appear in the list. It is said that the wrestler was going back to Turkey to resume his place in the Sultan's household.

LOS ANGELES, July 6.—B. Bartrami, mentioned in the dispatches as one of the passengers on the ill-fated La Bourgogne, was an Italian rancher living near this city. He has a brother here and a family.

CHICAGO, July 6.—Among the passengers on La Bourgogne were E. R. Rundell and wife. Mr. Rundell was vice-president of the Chicago Economist. With Mr. and Mrs. Rundell were Mrs. Edwin S. Osgood and son, aged 11 years. Mrs. Osgood was the wife of E. S. Osgood of Osgood & Co., engravers, in the Woman's Temple. Accompanying the party also were Miss Harriet M. Toker, assistant principal of the Garfield School; Miss Floy Reeves and Miss Fannie L. Hess of the Lewis Institute. Mrs. Rundell, Miss Reeves, Miss Tower and Miss Hess went as delegates to the World's Sunday-school convention in London. Miss Hess was from Grand Rapids, Mich.

DENVER, Colo., July 6.—Mrs. Mary Picot, wife of a ranchman of Elizabeth, Colo., bought a ticket in this city last week for passage on La Bourgogne. She said she intended to spend the summer in France. So far as known there was nobody else from Colorado on the steamer.

VICTORIA, B. C., July 6.—Among the second class passengers on La Bourgogne was a Victoria lady named Mrs. Pichou, who was going to Paris.

NEW ORLEANS, July 6.—The only New Orleans people known to have been aboard La Bourgogne are Mrs. Jules Aldeig Sr., her daughter, Mrs. Dr. Robert Borde, and the latter's little girl. Mrs. Aldeig and her daughter are well known in New Orleans society.

BOSTON, July 6.—On La Bourgogne from this city were Leon Barteau, a music teacher, and his wife; Albert Weiss, a member of the Boston Symphony orchestra; Miss Minnie Connors, foreign buyer for a dry goods house here, and Mme. Arrouet, a French dressmaker.

WASHINGTON, July 6.—Mr. and Mrs. Anthony Pollock of this city were on La Bourgogne. Mr. Pollock is the senior member of the law firm of Pollock & Mauro, and is a man of large means. They had planned to remain abroad three months. The agents of the steamship company here have on their lists also the names of Miss E. D. Vallette and Mrs. C. Bourquin. The names of neither appear in the city directory.

PHILADELPHIA, July 6.—Two Philadelphians known to have sailed on La Bourgogne were Francis Penn Steel Jr., aged 24 years, and his sister, Gertrude, aged 17.

EIGHT PASSENGERS WERE CALIFORNIANS

Captain Henderson and the ship Cromartyshire are well known in this port. On his last visit the captain was accompanied by his wife and they made many warm friends in San Francisco. That was in September, October and November, 1896. On the 21st of the latter month the Cromartyshire was towed to sea by the tug Vigilant. She made a smart run home, and after discharging was loaded at Liverpool for Sydney, N. S. W.

From Sydney the Cromartyshire went to Newcastle, N. S. W., and there loaded coal for Astoria. In the Columbia River she took on 52,190 centals of wheat, valued at $79,055, and with it she arrived at Cork on May 3 last after a passage of 151 days. Captain Henderson's wife accompanied him in all his wanderings and was aboard the ship when the catastrophe occurred.

J. J. Fugazi & Co., the local agents of La Bourgogne, sold eight tickets in this city as follows:

Second class — Louis Handie and Mary Robali.

Third class—Mary Martin, A. Reggiardi, P. Pampanir, C. Alberti, G. Caneta and E. Beltraini. The latter was from Los Angeles.

LATEST REPORT FROM SHAFTER

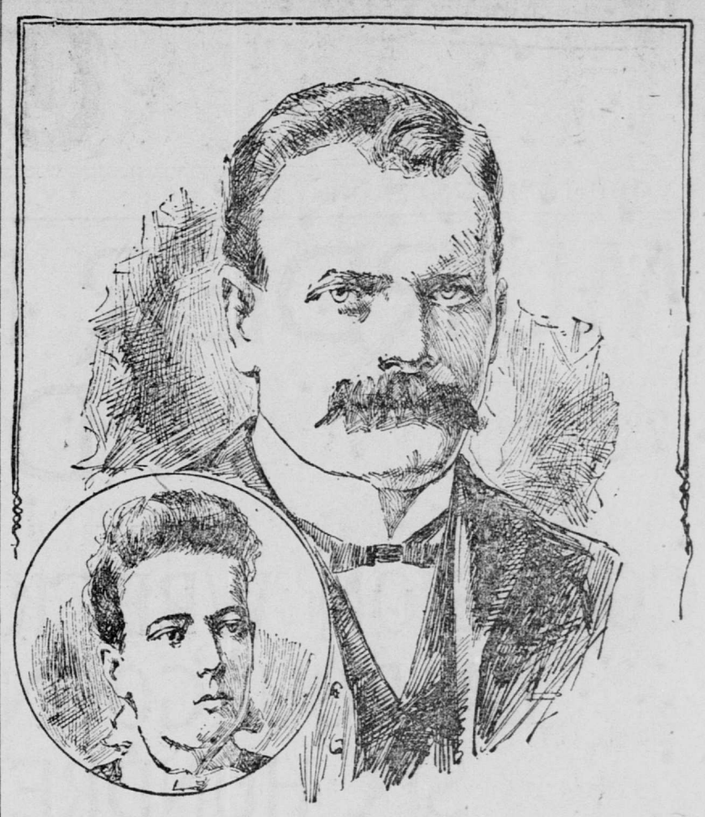
WASHINGTON, July 4.—Secretary Alger received the following dispatch from General Shafter this morning:

"PLAYA DEL ESTE, via Hayti, July 6, camp near Santiago, July 5.—Hon. Secretary of War, Washington: Captains Alger and Sewell and Mr. Corbin are well. I am feeling better. Had hoped to be up this morning, but, as everything is quiet, I will remain still. General Wheeler is feeble, but remains with his command. General Young leaves for Key West to-day. General Hawkins is slightly wounded in the foot. All the others are well.

"SHAFTER,
"Major General Commanding."

Californians in New York.

NEW YORK, July 6.—Stephen Breed, T. Tripp, Miss Lucille Lynn, of San Francisco, have gone to Paris. John W. Mackay to-day purchased and forwarded to Santiago for the use of troops a schooner-load of ice.



CAPTAIN HENDERSON OF THE CROMARTYSHIRE AND MRS. HENDERSON.
From a Photograph by the Elite.

HEARST'S SILLY YARN LEADS TO AN INQUIRY

Government Will Investigate the Charge That Captured Spaniards Were Beheaded.

W. R. Hearst, acting as correspondent for his own papers, recently sent from Cuba the story that one of his "special commissioners," who is also a Cuban soldier, had captured and beheaded forty Spaniards. The yarn, ridiculous in itself, was made more so by the silly embellishments. The statement, for instance, that the Cuban's face "glowed with enthusiasm"; that he was "gracious and gentle"; that he "sniffed contemptuously" at the idea that one of his race would do anything else than cut off the heads of captives, stamped the narrative as fiction and inexcusable stupidity. But the Government seems to have taken Hearst seriously and, doubtless, will brand his lie. If any Cuban, even a yellow journalist, be found to be wantonly murdering prisoners, naturally the only proper military course will be to execute him. Is he be found to be merely a liar, as is doubtless the case, there will be no result but a new exposure of Hearst methods.

NEW YORK, July 6.—A Washington special to the Herald says: Secretary Alger proposes to make a prompt investigation of Mr. Hearst's charge that forty Spaniards who surrendered to a party of Cubans had been beheaded. When I called the matter to his attention to-day he discredited the report.

"I have heard nothing of that character from General Shafter," he said.

"Will you make an investigation?" I asked.

"Of course," he responded.

The Secretary took to his home a copy of the article written by Mr. Hearst and will determine to-morrow upon the character of the action to be taken.

Mr. Hearst's charge is not credited in official circles in the War Department.

"I have heard nothing of it," said Assistant Secretary Meiklejohn. "It is not true. I do not believe it."

Major General Miles was equally emphatic in his expression of disbelief.

"I do not believe there is a single word of truth in the story," he said to me. "If there were I would have received official notification."

Commissary General Eagan declared that the report undoubtedly was false.

"In my opinion," said General Eagan, "Mr. Hearst's sole object in writing such a story was to manufacture a sensation and obtain a larger sale for his paper."

Notwithstanding the disbelief of the authorities, it was considered wise to make an official investigation, so as to remove from the country the stain which has been placed upon it by the charge that its allies are murdering defenseless prisoners. It is expected that Secretary Alger will cable to-morrow to Major General Shafter directing him to convene a court of inquiry to make a careful and thorough investigation of the matter and to send a report to the department for his action.

Not only does Mr. Hearst's charge place this Government in an unenviable light before the world, but the authorities say that it leaves the door open for the Spaniards to make retaliation, and, further, will cause them to die fighting rather than surrender to an enemy who may turn them over to men who will promptly execute them.

Should the investigation confirm Mr. Hearst's charge, severe punishment will be meted out to the men concerned. So long as the Cubans are allies of the United States it is not proposed to permit them to murder defenseless prisoners and thus place upon this nation the stain of assisting in crime by reason of its relations with the insurgents.

It is the confident expectation of the authorities that the Cuban leaders will promptly disavow any connection with it, and that should it be proved that some of the men under their command were concerned in the reported execution of the Spaniards, they will mete out to them the punishment they deserve. If they do not, the United States authorities will take the matter into their own hands.

THE GOVERNMENT HOUSE IN HONOLULU.