

In Paris accident insurance policies are issued guaranteeing the holder against the consequences of the damage he may inflict on others. They are taken out chiefly by cab drivers.

The American soldier is as cool and nifty as the American sailor. At Juraguá sharpshooters captured a locomotive and rode into the town, drove the Spanish soldiers out of their camp and then calmly sat down and ate the freshly cooked breakfast prepared for their enemy.

JAMES MARCELLUS HOBSON, a brother of the Merrimack hero, has by competitive examination won an appointment at West Point. For four years past he has been trying to secure appointment at the Annapolis Naval academy, but could not overcome the opposition of an unfriendly congressman.

NEGU'S MENELIK of Abyssinia, the lion of Judah, is preparing to visit Jerusalem in 1900. He wishes to visit the scenes where the mother of his race, the queen of Sheba, was entertained by King Solomon. According to his own genealogical tree Menelik is the ninety-seventh successor of the queen.

The advancement of the sons of influential politicians over the heads of young men educated for warfare has caused much dissatisfaction. A satirist thus expresses his views on the subject: "Sons of great men all remind us we may make our lives sublime, and with papa's push behind us we can get there every time."

Just at this opportune time, when the question of our part in the far east is under discussion, a Mr. A. W. Bash reaches Tacoma from a three years' stay in China, where, he asserts, he has secured a concession from the Chinese government for the construction by an American syndicate of a railroad 900 miles long, which will cost \$30,000,000.

Moslems are forbidden to drink wine or spirits, but in Tunis they contrive to reach the same ends by smoking preparations of hemp flowers. The milder kind is called kif and if used in moderation, has no more effect than wine, but the concentrated essence, known as chira, produces intoxication as quickly as raw spirits and leads to delirium tremens.

The late Justice Daniels, of New York, was one of the many persons afflicted with the dread of being buried alive. "I request," he writes in his will, "that interment shall be delayed until after my decease shall have obviously and certainly taken place, and excluding reliance as to that fact on the opinion of any physician, as such opinions have so often proved to be mistakes."

A RESIDENT of Springfield, Mass., appeared at a police station in that city and announced that he wished to contribute a dollar toward the cost of the war because Spain tortured some of his ancestors in the inquisition. The sergeant in charge declined to accept the contribution on the ground that if the ancestors were tortured only a dollar's worth the case was not one to bother with.

RUSSIA, having extended her territory in Alaska, has been aroused to the necessity of taking active measures to combat infectious diseases in the far east. The government at St. Petersburg is about to send one of the most distinguished medical men of the empire to England to consult with the British authorities as to the means adopted in their far off possession for checking disease.

HOTTTEST women, who have long been supposed to be about the lowest type of human beings, have an expensive literature of folk stories, folk songs and baby songs, with which they amuse their children. Many of their stories and songs are of considerable beauty, and seem to show that in some forgotten period the tribe or race was much higher in the scale of civilization than it is at the present time.

It is curious how, in France, the old-fashioned lavender has come back into favor. The plant itself used to be considered the emblem of affection, and it is certainly associated in our minds with the sweetest and freshest. Many of the best Parisian flowers are scented with it, as well as sachets, while any number of bottles of the perfume are selling in Paris every day. It is better, perhaps, than some of the highly scented perfumes.

COMMODORE GEORGE C. REMY, the naval officer in charge of the base of supplies for the United States navy at Key West is an Iowa man. He was appointed to the academy at Annapolis from that state in 1855, and was graduated in 1859. At the beginning of the civil war he was commissioned a lieutenant of the gunboat Marblehead. After the war he was made a lieutenant-commander and later served in numerous posts of the navy on land and sea.

THERE are many articles requiring revenue stamps before they can be handed, such as a long list of proprietary medicines, but the special provision that is of widest application is the provision requiring a two-cent stamp to be placed on every inland bill of exchange, every bank check, draft or certificate of deposit not payable of any sum of money drawn upon or issued by any bank, trust company or any persons, companies or corporations at sight or demand. Promissory notes of a face value up to \$100 require a two-cent stamp.

SPAIN'S FLEET WIPE OUT

Admiral Cervera's Much-Lauded Squadron Destroyed by Admiral Sampson.

HEROIC ATTEMPT TO LEAVE SANTIAGO.

Shot and Shell Poured into the Spanish Warships and All Are Beached and Sunk—Not One of Our Boats Injured—Cervera a Prisoner—Other News of the War.

Ten Miles West of the Entrance of the Harbor of Santiago de Cuba, Sunday, July 2, by the Dispatch Boat Wanda to Port Antonio, Jamaica, via Kingston, Jamaica, the Admiral Cervera's fleet, consisting of the armored cruisers Cristobal Colon, Almirante Oquendo, Infanta Maria Teresa and Vizcaya and two torpedo boat destroyers, the Furor and the Pluton, which had been held in the harbor of Santiago de Cuba for six weeks past by the combined squadrons of Rear Admiral Sampson and Commodore Schley, lies at the bottom of the Caribbean sea off the southern coast of Cuba.

The Spanish admiral is a prisoner of war on the auxiliary gunboat Gloucester (formerly Mr. J. Pierpont Morgan's yacht Corsair) and 1,500 other Spanish officers and sailors, all who escaped the frightful carnage caused by the shells from the American warships, are also held prisoners of war by the United States navy.

Only One American Killed. The American victory is complete, and, according to the best information at this time, the American vessels were practically untouched, and only one man was killed. The ships were subjected to the heavy fire of the Spaniards all the time the battle lasted.

Cervera's Gallant Dash. Admiral Cervera made as gallant a dash for liberty as any admiral in the history of naval warfare. In the face of overwhelming odds, with nothing before him but a certain destruction of his fleet if he remained any longer in the trap in which the American fleet held him, he made a bold dash from the harbor at the time the Americans least expected him to do so, and lighting every vessel in his way, even when his ship was ablaze and sinking, he tried to escape the doom which was written on the muzzle of every American gun trained upon his vessel.

The Americans saw him the moment he left the harbor and commenced their work of destruction immediately. For an hour or two they followed the flying Spaniards to the westward along the shore, and then shot after shot into their blazing hulls, tearing great holes in their steel sides and covering their decks with the blood of the killed and wounded.

At no time did the Spaniards show any indication that they intended to do otherwise than fight to the last. They showed no signals to surrender even when their ships commenced to sink, and their great clouds of smoke pouring from their funnels showed they were on fire. But they turned their heads towards the shore, less than a mile away, and ran them on the beach and rocks where their destruction was soon completed.

American Chivalry Displayed. The officers and men on board then escaped to the shore as well as they could, with the assistance of boats sent from the American men-of-war, and they threw themselves upon the mercy of their captors, who not only extended to them the gracious hand of American chivalry, but sent them a guard to protect them from the murderous bands of Cuban soldiers hiding in the bush on the hillside, eager to rush down and attack the unarmed, defeated, but valorous foe.

One after another of the Spanish ships became the victims of the awful rain of shells which the American battleships poured upon them, and two hours after the first of the fleet had started for the harbor three cruisers and two torpedo boat destroyers were lying on the shore ten to fifteen miles west of Morro castle, pounding to pieces, smoke and flame pouring from every part of their bodies, and covering the coast line with a mist which could be seen for miles.

Cervera's Surrender. Admiral Cervera escaped to the shore in a boat sent by the Gloucester to the assistance of the Infanta Maria Teresa, and as soon as he touched the beach he surrendered himself and his command to Lieut. Morton, and asked to be taken on board the Gloucester, which was the American vessel near him at the time, with several of his officers, including the captain of the flagship. The Spanish admiral, who was wounded in the arm, was taken to the Gloucester, and was received at her gangway by her commander, Lieutenant Commander Richard Wainwright, who grasped the hand of the gray-bearded hero and said to him: "I congratulate you, sir, upon having made as gallant a fight as was ever witnessed on the sea."

A Sixty-Mile Chase. Off Santiago de Cuba, July 4, 6 p. m. Per Dispatch Boat Cynthia, via Kingston, Jamaica, July 6.—After a chase of 60 miles to the westward, the Brooklyn, closely followed by the Oregon, overhauled the Cristobal Colon after she had run ashore and had hauled down her flag. Capt. Cook, of the Brooklyn, went on board of her, and the commander of the Spanish armored cruiser came forward to surrender, and was taken on board the New York, which came up an hour after the Brooklyn and Oregon had completed the capture of the Cristobal Colon. The latter was not seriously damaged, though she was struck several times by shots from the Brooklyn and Oregon. During the chase a clever maneuver of Commodore Schley in heading the fleet to the westward, while the Cristobal Colon had taken a more southerly direction with a much greater distance to cover, rendered the Spaniard's escape impossible.

A GLORIOUS NATAL DAY. Record Made by Our Army and Navy Causes Great Rejoicing. Washington, July 5.—The complete annihilation of the Spanish squadron at Santiago and the capture of the Spanish admiral Cervera, with 300 prisoners; the demand by Gen. Shafter for the surrender of Santiago by 12 o'clock to-day on pain of bombardment; word from Admiral Dewey that the Ladrones islands have been captured; the Spanish gunboat had surrendered; that a hundred or more Spanish officers and men were taken, and that our first Philippine expedition had landed—this is a part of the thrilling record of our Fourth of July as has not been known since the bells of Independence hall rang out the tidings of American freedom. It was a day when one momentous event followed another, in constant and rapid succession, each hour bringing forth some new feature more startling than what had

gone before. The climax came at one o'clock, when, amid the wildest cheering, which fairly shook the great war, state and navy buildings to its foundation, Admiral Sampson's dispatch announcing his glorious victory and the entire destruction of the Spanish fleet was given to the public. The news message was sent to Admiral Sampson by the president. "To Admiral Sampson, Playa del Este: You have the gratitude and congratulation of the whole American people. Convey to your noble officers and crews through whose valor new honors have been added to the American the grateful thanks and appreciation of the nation. (Signed) "WILLIAM M'KINLEY."

HELP FOR DEWEY. American Troops Arrive Safely and Land at Cavite. Washington, July 5.—Admiral Dewey's telegram to the navy department is given out as follows: "Cavite, July 5.—Three transports and the Charleston arrived yesterday. The Charleston captured Guam, and the other vessels are at Cavite. The garrison, six officers and 54 men to Manila. The Admiral Cervera's fleet, consisting of the armored cruisers Cristobal Colon, Almirante Oquendo, Infanta Maria Teresa and Vizcaya and two torpedo boat destroyers, the Furor and the Pluton, which had been held in the harbor of Santiago de Cuba for six weeks past by the combined squadrons of Rear Admiral Sampson and Commodore Schley, lies at the bottom of the Caribbean sea off the southern coast of Cuba. The Spanish admiral is a prisoner of war on the auxiliary gunboat Gloucester (formerly Mr. J. Pierpont Morgan's yacht Corsair) and 1,500 other Spanish officers and sailors, all who escaped the frightful carnage caused by the shells from the American warships, are also held prisoners of war by the United States navy.

WILL ACT TOGETHER. Admiral Sampson and Gen. Shafter Will Cooperate at Santiago. Washington, July 6.—As a result of the cabinet meeting Tuesday, instructions were sent by the president to Admiral Sampson and Gen. Shafter to confer together concerning a joint plan of attack upon the city. Upon the outcome of this conference depends the time of action for the immediate future. For the present the land bombardment by Gen. Shafter's forces has been deferred as the situation has so completely changed by the anti-bombardment of the city, that it is distinctly the part of wisdom for this land bombardment to await the cooperation and support of a bombardment from Admiral Sampson's fleet.

Outing in the Fighting. The fighting Friday and Saturday cost the American army 1,700 men. This estimate is made by the surgeons at division headquarters after careful figuring by the surgeons at the hospitals. The list of wounded, as made up at the division headquarters, is very large in proportion to the list of those killed outright. Probably less than 100, at a total of the number wounded, and including the total number of deaths in the neighborhood of 160. The remainder of the wounded will probably recover.

Disposition of Cervera. The disposition of Admiral Cervera and the 1,500 prisoners is receiving the attention of naval officials, but no exact determination has yet been reached. Admiral Cervera will be treated with the consideration due his rank, and the department officials expressed a sense of gratification that Lieut. Commander Wainwright had shown the gallantry characteristic of the American navy in receiving the defeated Spanish admiral on board the little cruiser Gloucester and tendered him the use of his cabin.

Praise for Schley. The annihilation of the Spanish fleet on the public lands is a great military and naval official, and they are giving most generous praise to Commodore Schley for the notable manner in which he directed the fight, when the immediate command fell upon him. It is one more, and perhaps the greatest, achievement, in a long line with which Commodore Schley's name has been associated, others including the relief of the Greely Arctic expedition and the command of the Baltimore at Valparaiso when war was imminent as a result of a mob attack on the American blue jackets.

HARD BLOW FOR SPAIN. The People at Last Undeceived and Civil War is Threatened. Madrid, July 6.—Senor Sagasta, the premier, has announced officially that Admiral Cervera's squadron has been defeated, that the Infanta Maria Teresa was sunk and that Admiral Cervera himself is a prisoner of war.

Civil War Threatened. London, July 6.—The Madrid correspondent of the Daily Telegraph telegraphed Tuesday night says: Disorder is spreading among the military; the crowds in the city are getting riotous, and everywhere signs are apparent that the population is arming for civil war. Marshal Serrano, the captain general of Madrid has held long consultations as to the ways and means of preserving order.

Madrid to Continue the War. Tuesday night, after a short session, decided not to open negotiations for peace, but to continue the war, with all risks, while a single soldier remains in Cuba. The government has no intention of making any compromise with the Spaniards, and the admiral of the United States navy, who is in the harbor, the commissioned officers, from Admiral Cervera himself down to the ensign, will be sent to West Point, Boston harbor, where they will be turned over to the army for safe keeping.

Last One Is Gone. Headquarters Gen. Shafter, Tuesday, July 5, per Dispatch Boat Dandy, via Port Antonio and Kingston, Jamaica, July 5.—The destruction of the Spanish cruiser Reina Mercedes accounts for the last ship of Admiral Cervera's once splendid squadron. She lies in plain view, her bow resting on the base of the beach under El Morro. She was destroyed by an American ship while trying to run the blockade at Havana.

Shot Them Down. Headquarters of Gen. Shafter, Tuesday, July 5, per Dispatch Boat Dandy, via Port Antonio and Kingston, Jamaica, July 7.—About 50 of the 400 Spanish prisoners on the United States auxiliary cruiser Harvard attempted to escape. In some way a number of the secured guns and magazines were for liberty from the steamer where they were confined. Their rush was met by the deadly bullets of the guards and six were killed and 12 wounded. The firing ended the mutiny. No Americans were hurt.

Steamer Capsized. Beverly, Mass., July 5.—The small excursion steamer Surf City, with about 60 passengers on board, while half way over from Salem Willows to her wharf here, a distance of about two miles, was struck by a terrific squall and capsized and six or more persons were drowned.

Fatal Bridge Disaster. Shelby, O., July 5.—A bridge crossing the river here fell with 1,000 people and four were killed outright and a hundred were injured, some of them seriously.

WEEKLY WAR HISTORY.

Complete Record of Events Told in a Few Lines Covering All Important News.

FRIDAY, JULY 1. The Senate Adopts the House Resolution in Favor of Annexing the Islands.

VOTE WAS FORTY-TWO TO TWENTY-ONE.

The Question Was Brought to a Final Issue Unexpectedly—How the Senators Cast Their Ballots—Synopsis of the Measure Creating a New Territory.

Washington, July 7.—The annexation of Hawaii is now accomplished so far as the legislative branch of the government is concerned. Quite unexpectedly the resolution providing for the annexation of the islands was brought to a vote in the senate late yesterday afternoon, and was passed by the decisive vote of 42 to 21. The vote was as follows: Yeas—Allison, Baker, Burrows, Cannon, Carter, Clarke, Culham, Davis, Deboe, Elkins, Fairbanks, Folger, Frye, Gullinger, Gorman, Hale, Hanna, Hansbrough, Hawley, Hoar, Kyle, Lodge, McBride, McLaughlin, Morgan, Nelson, Penrose, Perkins, Pettus, Platt (Conn.), Pritchard, Proctor, Sewell, Shoup, Sullivan, Teller, Warren, Wellington, Wetmore, Wilson, Wolcott—42.

Nays—Alden, Bacon, Bate, Berry, Caffery, Chilton, Clay, Daniel, Faulkner, Jones (Ark.), Lindsay, McNary, McMillan, Mitchell, Morrill, Pascoe, Pettigrew, Hoar, Turley, Turpie, White—21.

The joint resolution was originally introduced in the house by Mr. Newlands, of Nevada, and passed that body June 15. Two days later it was reported favorably to the senate. Its full text is as follows: Whereas, the government of the republic of Hawaii, having in due form notified its consent, in the manner provided by its constitution to cede absolutely and forever to the United States of America all rights of sovereignty or whatsoever kind in and over the Hawaiian islands, and also to transfer to the United States of America absolute fee and ownership of all public, governmental, private lands, public buildings or edifices, ports, harbors, military equipment and all other public property of the Hawaiian islands, and also to transfer to the United States of America all rights and appurtenances thereto, and the Hawaiian islands, together with every right and appurtenance thereto appertaining, therefore Resolved, That the senate and house of representatives of the United States of America in congress assembled, that said islands, together with every right and appurtenance thereto, and the Hawaiian islands, and their dependencies be, and they are hereby, annexed to the territory of the United States and are subject to the sovereign dominion thereof, and that all and singular the property and rights hereinbefore mentioned are vested in the United States of America.

Land Laws. "The existing laws of the United States relating to public lands shall not apply to such lands in the Hawaiian islands; but the congress of the United States shall enact laws for the disposal of such lands; provided, that all revenue from or proceeds of the same, except as hereinafter provided, shall be used for the purposes of the civil, military or naval purposes of the United States, or may be expended for the use of the local government, shall be used for the benefit of the inhabitants of the Hawaiian islands for educational and other public purposes."

Assume Public Debt. "The public debt of the republic of Hawaii existing at the date of the passage of this joint resolution, including the amounts due to depositors in the Hawaiian banks, shall be assumed and consumed by the government of the United States; but the liability of the United States thereunder shall not exceed \$1,000,000. So long, however, as the existing government and the present commercial relations of the Hawaiian islands are continuing, the president shall have power to continue to pay the interest on said debt."

Chinese Banned. "There shall be no further immigration of Chinese into the Hawaiian islands, except upon such conditions as are now or hereafter may be determined by the United States; and no Chinese, by reason of anything herein contained, shall be admitted into the United States from the Hawaiian islands."

President shall appoint five commissioners, two of whom shall be residents of the Hawaiian islands, to recommend to congress such legislation concerning the Hawaiian islands as they shall deem necessary or proper. The commissioners hereinafter provided for shall be appointed by the president, and with the advice and consent of the senate.

The sum of \$100,000, or so much thereof as may be necessary, is appropriated, out of any money in the treasury not otherwise appropriated, and to be immediately available, to be expended at the discretion of the president of the United States of America, for the purpose of carrying this joint resolution into effect."

Other Business. A sharp discussion was caused early in the session by the introduction of a resolution tendering the thanks of congress to Commodore Schley for destroying Admiral Cervera's fleet. The resolution was sent to the naval affairs committee. The senate concurred in the house amendments, in general, and then passed the last of the appropriation measures.

Chicago Papers Resume. Chicago, July 6.—For the first time since last Friday morning the Tribune, Record, Chronicle, Times-Herald and Inter Ocean are issued this morning. A sufficient number of outside nonunion stereotypers has been imported into the city to make this possible. The papers, however, are to be published only in four-page size, but this will be increased as rapidly as possible. The Chicago afternoon papers will also be published to-day, in reduced size.

Treasurer from the Klondike. Seattle, Wash., July 4.—Steamer New England arrived here from St. Michael's, with 20 miners from Dawson City. They brought \$175,000 in gold dust and drafts, making an aggregate of half a million dollars.

WEEKLY WAR HISTORY.

Complete Record of Events Told in a Few Lines Covering All Important News.

FRIDAY, JULY 1. A United States register letter and money order office has been established at Baiquiri, Cuba.

Gen. Miles has decided to postpone the Puerto Rico expedition until Gen. Shafter's army is fully equipped for the work before it. Cable advices from Madrid say the war will not end soon, no matter what the attitude of the government, because the temper of the people will not accept peace.

The Egyptian government refused to allow Admiral Camara to coal his ships in the Suez canal and ordered him to leave, his stay having exceeded the 24-hour limit. Spanish deserters who came into the American camp from Santiago reported that Admiral Cervera had everything in readiness to make a dash out of the harbor with his fleet when the city was attacked.

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AN HORROR IN THE OCEAN.

Over Five Hundred Persons Perish by the Sinking of the Steamer La Bourgogne.

IN COLLISION WITH A SAILING VESSEL. The Disaster Occurs Sixty Miles South of Sable Island—The Passengers and Crew Numbered 714 Persons, of Whom Only 165 Were Rescued—Story of the Wreck.

Hallfax, N. S., July 7.—La Bourgogne, with 549 persons, lies in 1,000 feet of water, 60 miles south of the wreck of the Campagnie Generale Transatlantique, was sunk at five o'clock on the morning of July 4 in collision with the British ship Cromartyshire dense fog prevailed. The Cromartyshire was moving at the rate of five knots an hour, La Bourgogne at 17 knots an hour. The latter sunk in about 15 minutes. Of the 714 passengers and members of the crew on board La Bourgogne, 165 were saved by the Cromartyshire, which, though badly injured and having 14 feet of water in the forepeak, lay to.

Only One Woman Saved. Only one woman was saved from La Bourgogne. Mrs. D. La Casse, of Plainfield, N. J. In the first mad rush of passengers and crew after the collision the woman and children were forsaken. Courage was thrown to the wind. Storage passed through the water and the crew fought their way past the women and children and laid hold of whatever would sustain them in the sea until aid came.

Story of the Wreck. The disaster occurred at five o'clock in the morning of 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 Glasgow on the previous Saturday, while the Cromartyshire was on her way over from Glasgow with a crew of 21 men. The fog was very dense, and the Cromartyshire was sailing along with reduced speed and blowing the foghorn. 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 side of the other.

The shock was terrific, and tore a tremendous hole in the steamer, while the entire bow of the ship was demolished. The steamer plunged into the water, the whistle crying for help, and her rockets signaling her distress. The Cromartyshire was rounded to, and her master, Capt. Henderson, was considerably relieved in finding that she was not a mere canvas and wood structure, but a real steamer. The fog began to lift all the boats on the ships 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 occurred at five o'clock, such time in the morning that besides the crew were on deck, but the shock roused nearly everyone, and within a few minutes the decks were crowded with people. 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 starboard, the control of the crew and a panic ensued. Passengers and crew fought for the boats and life rafts. Then followed the scenes described above.

Life on the decks of the steamer did not last long, for in a little 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 up 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 them. The struggle for life still continued after the ship went down. Hundreds still floated about grasping for rafts, boats and wreckage in the sea and water about the ship. Even then, many of those who showed the stories told are to be believed, showed their brutality by beating off those who attempted to climb aboard.

Boats and life rafts of the Cromartyshire had come up and the work of rescue began. The crew of the ship worked heroically and saved everyone who had managed to keep above water, but even those who were rescued, 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 of the sea. The bodies of the crew and passengers will probably be their own. It was the afternoon the steamer Greelan was sighted coming from the westward, and a few hours afterward the Cromartyshire was taken in tow and arrived at this morning.

No Effort to Save. The work of rescue was commenced without a moment's delay, and over 200 persons were picked up and taken on board the ship. Mrs. Henderson, who had been rescued, expressed her belief from what she heard that there had been no effort to save the women. There were many foreigners on board who fought for rescue in the boats. It was fifty minutes to a quarter of an hour before the Bourgogne went down, and during that time there was ample opportunity offered to rescue at least some of the women and children. It was only one woman, Mrs. La Casse, as it was, who was saved. She is the wife of A. D. La Casse, a teacher of languages, of Plainfield, N. J.

Westerners on La Bourgogne. Chicago, July 7.—The following is the list of the cabin passengers from Chicago: Mr. E. R. Rundell and wife, Mrs. Edwin S. Osgood, Master Ed Osgood, Mrs. James Marshall, Mrs. E. C. Cook, Mrs. Frances Hess, Mrs. H. H. Knowles, Miss Gertrude Knowles, Miss Harriet M. Tower, Miss Elroy Reeves, Mr. P. A. Wright.

Ann Arbor, Mich., July 7.—It is definitely ascertained that Prof. E. L. Waller sailed on La Bourgogne. Prof. Waller occupied the chair of romantic languages in the University of Michigan.

Passengers of La Bourgogne were two from Cleveland—Prof. E. L. Waller, and Mr. A. E. Angell.

Chicago, Kan., July 7.—Mrs. J. E. Dillon and Mrs. Oliver, of New York, reported as probably lost of the Bourgogne disaster, are the mother and sister of William P. Dillon, a prominent railroad attorney here and receiver of the Manhattan, Albany & Burlington railroad.

Kansas City, Mo., July 7.—Among those on La Bourgogne were the entire family of John Perry, of the firm of Keith & Perry, of this city, one of the biggest coal and lumber concerns in the northwest. They included Mrs. John Perry, Katherine, aged 6 years; Misses Florence and Sadie, twins, aged about 20 years, and A. Perry, aged 31 years. Mrs. Perry, with her two youngest children, had not only graduated from college, in New York, but had preceded to France for a summer outing.

A Fatal Tornado. Hampton, N. H., July 5.—A tornado struck a section of Hampton beach, causing immense damage to property and the loss of at least 12 lives.