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SKAGUAY, ALASKA, TUESDAY, JULY 12, 1898

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## THE BRANNICK HOTEL.

European Plan.

All Modern Improvements. Sample Rooms for Commercial Men.

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May 1st. 1898

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## Burton W. Johnson.


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Operating one of the Best Pack Trains on the route. Handle contracts of any size and guarantee to deliver goods in first-class condition.

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## German Bakery.

The Oldest and Best Established Restaurant and Bakery in the city.

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OPEN DAY AND NIGHT.

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Dressmaking, Furnishings, 10 per cent reduction in calicos, shirt-waists, corset covers and ladies' vests for this week only.

Ladies' and children's Hosiery, choice per-fumes and toilet soaps.

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First Class Horse Shoeing and Wagon Work.

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### Are You Going

To Dawson City? The Bennett Lake and Klondike Transportation Company are now operating the three large and commodious steamers

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From Bennett to Dawson. For Rates apply at Bennett office. F. M. RATTENBURY, Managing Director.

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## The Louvre CAFE'

Sixth Avenue, between Broadway and State. FINE WINES & LIQUORS. Steam and Lager Beer on Draught 10 CENTS, STRAIGHT. All kinds of Cold Lunches and Sandwiches.

Hot Lunch from 11 a. m. to 3 p. m. DEUTSCHES HOUZ.

## AT LAST HAWAII HAS BEEN ANNEXED.

### House Bill Passes the Senate by a Large Majority.

#### THE SIGNIFICANCE OF IT.

Most advantageous Point on the Pacific for the Mobilization of Troops.

WASHINGTON, July 6.—The annexation of Hawaii is now accomplished so far as the legislative branch of the government is concerned. Quite unexpectedly, the resolutions providing for the annexation of the islands were brought to a vote in the senate late this afternoon, and they were passed by the decisive vote of 42 to 21.

Early in today's session of the senate, conferences of the leaders on both sides of the chamber were held. The opponents of annexation practically had concluded their arguments, and as they had no desire to keep the senate in session by dilatory tactics, they announced their willingness that a vote should be taken as soon as White, Pettigrew and Allen had finished their speeches. Neither White or Pettigrew spoke at great length.

It was evident instantly that a vote was at hand. The word was passed swiftly through the corridors and committee rooms and in a few minutes every senator at the capitol was in his seat. The galleries filled rapidly, and members of the house or representatives learning that a vote was to be taken, came hurriedly to witness proceedings that will be historic.

The test vote came upon an amendment offered by White, with no expectation that it would be adopted, but merely to place the ideas and opinions of the opponents of annexation on record. It was rejected by a vote of 40 to 20, indicating that the annexationists were strong in the majority.

Amendment after amendment was offered but the advocates of the resolutions stood solidly together, gaining rather than losing strength on the successive votes.

Finally, at 5:30 p. m., the resolutions themselves, in precisely the form in which they were received from the house of representatives, were reported to the senate, and the roll call began. Not a sound was heard in the chamber, except the call of the clerk and the replies of the senators.

When the vice president announced the vote by which the resolutions were passed, a tremendous wave of applause swept through the galleries, which the vice president made no effort to check.

The sudden and unexpected taking of the vote on Hawaii today is regarded as having great significance.

Fear of what Germany may do in the Philippines influenced immediate action. Now the troops for the Philippines can be mobilized at Hawaii, the most advantageous point.

The sailing of the Spanish fleet through the Suez canal brought matters to a crisis. Today's action greatly strengthens our situation in Pacific waters. While less is said, the possession of the Philippines creates more anxiety than the army in Cuba, for the latter's supplies are being rushed forward, and all are confident that Santiago must soon surrender. At Manila new problems constantly confront the administration. Germany's moves are closely watched. The emperor's desire to acquire territory in the Philippines may give some trouble.

### THE RELEASE OF HOBSON.

#### They May Exchange Him For the Spanish Admiral Cervera.

The release of Hobson and the other heroes of the Merrimac incident is likely to occur soon. It may come about either by the surrender of the city, which would include the surrender of Hobson and other American prisoners in the city, or else by the exchange of Hobson for Admiral Cervera or some other high ranking naval official.

Until today the possibility of exchanging Hobson was slight, as this government had no prisoners of high rank to offer in his place. Now, however, they have one of the foremost admirals of Spain, and among the 1,300 other naval prisoners there are many of distinguished rank.

To exchange a Spanish Admiral for an American naval constructor might seem strange under ordinary circumstances, but it would be done without any begrudging by the authorities here, and would be particularly appropriate in view of the action of Cervera at the time Hobson surrendered to him.

### Capture of Ladrone Islands.

A government cable from Manila via Hong Kong of the 4th says: "United States troops on the transports City of Sydney, Peking and Australia conveyed by the Charleston, arrived off Cavite at 5 o'clock yesterday evening after an uneventful voyage. On the way here the Charleston called at Guam, the largest of the Ladrone Islands, a group in the Pacific which belonged to Spain, took possession of the whole group, made prisoners of Gov. General Marena, his staff and the entire military force, and raised the stars and stripes over the ruins of Santa Cruz fort in the harbor of San Luis Darpara. The troops are in good condition, and our only loss was Private Hutchinson, of the First Oregon, who died on the City of Sidney on June 20 and was buried at sea on June 21."

### Deaths From the Heat.

Eastern newspapers are devoting less space this year to the fatalities due to the summer heat, because they need all their space for war news. All the same there is the usual annual loss of life from this cause. The thermometer was up to 104 degrees in Eastern coast cities the first few days of this month, and prostrations in the streets made a long list daily.

### He Had No Powder.

The annexation of the Ladrone Islands was marked by a ludicrous incident. The Charleston entered the harbor of Guam and fired seven guns at the forts. The governor, thinking that this was a salute, sent word that he regretted his inability to return it, as he was without powder. When informed he was a prisoner of war, he indignantly protested, saying that he had no idea that war had broken out.

### MORE YUKON STEAMERS.

A big delegation known as the Yukon Navigation and Commercial Company, will leave shortly for St. Michaels and the Yukon river. The members of the party are from Chicago, New York and other large eastern cities, while others hail from places on the Pacific coast. They have been in Seattle since last March, making arrangements for the expedition, and have purchased a large outfit of supplies and mining material.

The object of the company is to establish a line of river boats between St. Michaels and Dawson. The steamer Northern Light, recently built by the company at Smith Cove, will be one of these steamers. The company has also several locations on Bonanza Creek, which is about eight miles from Dawson. They will take north with them a steam dredge, the sectional parts of which are now at Freemont. The dredge has a working capacity of 2,500 yards per day.

The company is taking up machinery for a saw mill.

### Spanish Ship Destroyed.

Washington, July 6.—Secretary Long has received word through Gen. Greely, signal officer, which is accepted as confirming the report that the Spanish ship Alfonso XII. was destroyed while trying to run the Havana blockade. Gen. Greely'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 Alfonso XII. is an iron gunboat with one screw, one funnel and one military mast, bark rigged 280 feet long, 43 feet beam and 15 feet draft. She has a speed of seventeen knots for short distances, and an average speed of fourteen knots. Her officers and 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 PRESIDENT ISSUES A PROCLAMATION TO THE CHURCHES.

Washington, July 6.—President McKinley at 11:30 o'clock tonight issued the following proclamation:

"To the People of the United States of America: At this time, when to the yet fresh remembrance of the unprecedented success which attended the operations of the United States fleet in the bay of Manila on the 1st day of May last, are added to the tidings of the no less glorious achievements of the naval and military arms of our beloved country at Santiago de Cuba, it is fitting that we should pause, and, staying the feeling of exultation that too naturally attends great deeds wrought by our countrymen in our country's cause, should reverently bow before the throne of Divine Grace and give devout praise to God, who holding the nations in the hollow of His hand and worketh upon them the marvels of His high will, and who has so far vouchsafed to us the light of His face and led our brave soldiers and seamen to victory."

The proclamation then asks that a nation's prayers be mingled with a nation's prayers in all places of worship.

## FIVE HUNDRED LIVES LOST.

### French Liner La Bourgogne Run Down in Mid Ocean.

#### ONLY ONE WOMAN SAVED.

#### Helpless Passengers Battered Away From the Life Boats And Rafts.

HALIFAX, N. S., July 5.—In one of the thick fogs which at this time of 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 disasters in the annals of transatlantic commerce, and in fact in history.

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 600 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 destruction 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 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 of the steamer 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 saved out of the wreck bears the name of but one woman.

The disaster occurred at 5 o'clock in the morning of Monday, July 4, about sixty 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 twenty-one men.

Although the transatlantic steamships have a definite course, the Bourgogne was, by all accounts, forty miles or more 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 sailing vessel 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, while her rockets signaled her distress.

The Cromartyshire was rounded to, and her master, Capt. Henderson was considerably relieved in finding that she was in no danger of sinking. Half an hour after the collision the mist curtain began to lift, 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 the crew of La Bourgogne were on deck, but the shock aroused nearly everyone, and within a few minutes the decks were crowded. 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, boat hooks and knives were used by some of the crew.

The officers were powerless over their own men, and only four of them were saved. The fight for 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.

### FOR SALE—Finest restaurant outfit in Alaska, very cheap. Russia & Walka Mandamin Hotel.

### Parker & Aggers, General Commission Merchants, Seattle and Skaguay.

### FOR SALE—Three teams complete (horses, harness & wagons), fifty tons of feed, (hay oats & ground meal.) Everything first class. Inquire Creamer & Noyes, near Chilcoot Hotel, Dyea. 6-30-98