

# THE EVENING BULLETIN.

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## DEEP CONCERN FELT.

### Troops in Cuba Are Having a Tough Time of It.

### ARE LIVING IN TRENCHES.

### Haste Is to Be Made Slowly In Future Actions.

### PRESIDENT IS PREPARED TO ACT

#### Movements of the Cadiz Fleet Are Somewhat Puzzling, Since Spain Must Know It Means Destruction to Send It to the Philippines.

Washington, July 7.—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 and their ammunition and hospital stores shall be complete in every respect before they advance further.

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 arrangement upon 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 naval argument that if Sampson is obliged to enter Santiago harbor before the forts are captured he will jeopardize the safety of the whole of the ironclad 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 throwing our soldiers upon the Spanish defenses until they have been materially reinforced in numbers and strengthened by artillery.

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

#### AWAITING SPANISH TREACHERY.

The fact that several of the vessels selected for Watson's fleet were in the thick of the engagement of July 3 promises to delay somewhat the departure of the eastern squadron for the shores of Spain.

The vessels have consumed a good deal of coal, and without doubt have expended a large quantity of their highest grade of ammunition in the furious attack on the steel warships of the Spaniards.

It will be necessary to replenish these stores before the long European voyage is begun. However, Secretary Long has given rush 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 ships when they headed westward from the Cape Verde islands. The Spaniards are, without doubt, fully aware of the inferiority of the fleet, and why they persist in sending it to be sunk in the Philippines is a mystery.

The navy department was advised 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 departure. He will strike straight after 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, has yellow fever aboard 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 a quarantine.

Secretary Long regards the report that the Alphonso XII had been de-

stroyed while trying to run the Havana blockade, as the best news of the day.

#### NOT OFFICIAL NEWS.

It had not come to him in any direct official way, but through a report from General Greeley, chief signal officer, who had received a cipher message stating that the Spanish ship had been overhauled near Mariel while 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 some thing of a spectral ship.

The Alphonso XII is an iron gun-boat with one screw, one funnel and one military mast; barque rigged, 280 feet long, 43 feet beam and 15 feet draught. She has a displacement of 2,090 tons. She had a speed of 17 knots for short distances and an average speed of 14 knots. She carried 18 large guns, five machine guns and five torpedo boats. 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. Assistant Secretary Allen shares in this belief and thinks that the Cristobal Colon can be got off the rocks as an entirety and that the hull, upper works and guns can be made available. She was the best armored cruiser in the Spanish navy and if she can be floated and repaired will make a valuable acquisition to the American navy. Mr. Allen is hopeful also that the Vizcaya and Oquendo can be saved in part.

Information has reached the department that the hulls are not badly damaged. 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 satisfactory. Two large wrecking vessels left Norfolk Wednesday to begin work upon the Colon, Vizcaya and Oquendo.

#### LAST OF CERVERA'S TUBS.

##### Reina Mercedes Sent to the Bottom by the American Fleet.

Headquarters of General Shafter, Cuba, July 7.—The destruction of the Spanish cruiser Reina Mercedes Monday night 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. Part of the hull is above water and her masts and two stacks are entirely out of water.

It is not yet known whether she attempted to escape from the harbor or whether the Spaniards tried to sink her near the hull of the Merrimac and thus block the entrance to prevent the Americans from getting in.

Her sinking was most dramatic. Just after midnight she was seen drifting slowly out of the narrow entrance by one of the American scouts. In a moment the fleet was ablaze with signals, and almost instantly an awful hail of shells was hammering down upon her.

It is not known whether she returned fire, but the shore batteries opened and one 6-inch shell fell on the Indiana's forward deck, exploding below. The explosion occurred in the men's sleeping rooms, but all were at quarters, and no one was hurt.

No other American ship was hit during the engagement—or incident—which lasted only a few minutes.

#### RESTING ON ARMS.

##### Opposing Armies Around Santiago Are Awaiting Developments.

Santiago, Cuba, July 7.—Not a shot has been exchanged between the opposing armies since Monday. At the request of the foreign consuls in Santiago General Shafter extended the period in which General Linare's may agree to surrender his forces, under the threat that the town will be bombarded.

The Spanish general's decision is doubtful. It is unquestionably true that the annihilation of Admiral Cervera's fleet was a staggering blow to him; but Mr. Ramsden, the British consul, says General Pando has reinforced General Linare's with 5,000 troops, and that the Spaniards are bitterly determined to fight it out. Their attitude was expressed in General Linare's reply to General Shafter: "This garrison dies, but never surrenders."

Among some of the soldiers, however, a different feeling must prevail. They have ascertained from the experience of the inhabitants of Siboney that American soldiers do not ravish women, but respect property and relieve prisoners in distress.

#### From Clara Barton.

Washington, July 7.—The following cablegram has been received at the White House from Miss Clara Barton, dated Siboney, Cuba, July 4: "Kenna and Egan reached here Tuesday. Five of us came by army wagon and on foot. Eight hundred wounded have reached from the front since Friday

morning. Surgeons and litter squads have worked night and day. Hospital accommodations are inadequate. Many of the wounded lie on the water-soaked ground. The Texas is feeding refugees at Siboney.

#### Shafter Remains Quiet.

Washington, July 7.—Secretary Alger received the following dispatch from General Shafter: "Santiago, July 6.—Captains Alger and Sewell and Mr. Corbin are well. I am feeling better. As everything is quiet I will remain still. General Wheeler is feeble, but remains with his command. General Young leaves for Key West soon. General Hawkins slightly wounded in foot. All others well."

#### Manilla Has Fallen.

Madrid July 7.—A rumor is current here that the Americans have occupied Manilla, and that the Cadiz fleet has been ordered to hasten back to Spain and intrench itself in some strongly fortified harbor.

#### All Will Recover.

Key West, July 7.—The doctor in charge of the hospital here says that the wounded who arrived Tuesday from Cuba are improving as well as can be expected and that all will recover.

#### Spanish Prisoners Mutiny.

##### Headquarters of General Shafter, Cuba, July 6.—About 50 of the 400 Spanish prisoners on the United States auxiliary cruiser Harvard attempted to escape Monday night. In some way a number of them secured guns and made a wild dash for liberty from the steerage where they were confined. Their ruck was met by the deadly bullets of the guards and six were killed and 15 wounded. The firing ended the mutiny.

#### SPANISH PRISONERS

##### Will Be Sent Seavy's Island and Fort Warren.

Washington, July 7.—Sampson has been directed to send his prisoners to the United States. Possibly the Harvard will bring some of them.

The St. Louis is filled with wounded soldiers and can not be used to convey the Spanish sailors. The enlisted men and noncommissioned officers among the prisoners will be sent to Portsmouth, N. H., where they will be confined on Seavy's island in the harbor.

Orders for the immediate preparation of that place for the reception of the prisoners are going forward. The commissioned officers, from Admiral Cervera himself down to the ensigns, will be turned over to the army for safe keeping.

#### Fought at Close Range.

Vienna, July 7.—The Austrian cruiser Maria Teresa has arrived at Kingston, Jamaica, with 77 refugees from Santiago de Cuba. Her officers report that the range between the opposing vessels during the destruction of Admiral Cervera's squadron never exceeded 1,500 yards, Captain Ripper of the Austrian warship acknowledges the courteous treatment of Rear Admiral Sampson in promptly acceding to his request to be allowed to take off neutral refugees.

#### Ambassador White's Speech.

Berlin, July 7.—The speech delivered by the United States ambassador to Germany, Andrew D. White, at the Fourth of July banquet at Leipzig last Monday, has been printed widely in this country, and is much commented upon. The Frankfort Zeitung prints the speech verbatim, comments favorably upon it, and says Mr. White's utterances ought to be heeded here.

#### It Is Terrible Now.

St. Petersburg, July 7.—The Russian newspapers counsel the United States and Spain to "cease this terrible war." They declare that diplomatic intervention has become necessary. The Nevoesti says: "In view of her close relations with the United States, Great Britain might, without departing from her neutrality, offer her mediation to President McKinley."

#### Felaya Breaks Down.

Ismalia, Egypt, July 7.—The machinery of the Spanish battleship Felaya is out of order and she is compelled to stop here. Ismailia is a town of Egypt on Lake Timsah, on the Suez and Sweetwater canals, equal distance from the Red sea and the Mediterranean sea.

#### Camera Called Back.

Gibraltar, July 6.—According to dispatches received here from Madrid, the Spanish government has ordered Admiral Camara to return to Spain. General Ochanda has arrived at Algociras to inspect the size of the new buildings. No Americans were hurt.

#### To Make Quick Time.

New York, July 7.—It is expected that the troopships, the Mohawk and Mississippi, will reach Tampa in three days and will be under way for Santiago two days afterward.

Madrid, July 7.—The authorities are adopting strong precautions, fearing popular outbursts. The palace is strongly guarded.

## A HORRIBLE DISASTER.

### French Liner La Bourgogne Sunk In Collision.

### LOSS OF LIFE WAS TERRIBLE.

### Over Five Hundred Passengers Went to the Bottom.

### MOST OF THE CREW SAVED.

#### They Murdered Passengers and Threw Them Out of the Boats so as to Make Sure of Saving Their Own Lives—Only One Woman Saved.

Halifax, July 7.—The French Transatlantic company's steamer La Bourgogne, which left New York Saturday, July 2, for Havre, carrying 714 passengers and crew and a cargo valued at \$21,851, collided with the British ship Cromartyshire in a dense fog at 5 a. m., Monday, July 4, 60 miles south of Sable Island, and sunk.

Only 163 passengers were saved, this number including almost the entire crew, who murdered passengers and threw them out of the boats so as to make sure of saving themselves.

More than half the passengers on the ill-fated steamer were women and children. Not a child was saved and only one woman, Mrs. A. D. Cassaz, wife of a teacher of languages at Plainfield, N. J., lives to tell the story.

When the passengers went on deck to get into the boats they were forced back by the sailors who crowded into the boats themselves. Many of the boats could have accommodated several more than occupied, but every time a drowning person tried to climb he was promptly killed by a sailor.

August Pourgi said 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 was 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 was almost sure he could recognize him.

Fred Niffer, a Swiss, lost all his money and clothes with the exception of a pair of pants and a shirt, but he laughed and now and again 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 the Bourgogne, hit him over the head with the butt end of an oar. He fell back and sank.

Charles Liebra, a Frenchman, expressed himself as thoroughly ashamed of his countrymen's conduct. He had his two motherless boys, 5 and 7 years old with him. He put them in a boat but was prevented from entering himself. He could not get in any boat and went down with the ship, but he came to the surface and at once looked for the boat with his boys. They were nowhere to be seen and he mourns them as lost. He floated along a time before a boat came along. He tried to get in but was assailed with oars and boat hooks. His arms are black and blue and his body is terribly bruised from the blows he received.

Patrick McKeown is an intelligent young Irishman from Wilmington, Del. He is indignant at the brutal crew. 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 with whom he had become acquainted on board the steamer. This man, whose name he cannot recall, was from Philadelphia, where he has a wife and family. The Philadelphian 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 this: 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 within reach and he attempted to enter it, but the wretches in it shoved him off with boat hooks. His left eye is badly cut by the jabs he received. He saw women shoved away from boats with oars and boat hooks when clinging to the life lines of the rafts and lifeboats. He also says the crew assaulted many passengers with any implement that came handy and if no instrument was to be had, punched the men and women helpless in the water with their fists.

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.

Charles Liebra, who lost his two children, also said that he saw five women who were evidently exhausted, clinging to the life line of a boat. The French sailors cut the line and the women sank.

Gustav Crimaux, 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 only being shoved away but pushed deep into the water.

#### A LAKE DISASTER.

##### Passenger Steamer Pierced by the Prow of a Whaleback.

Cleveland, July 7.—A disastrous collision occurred in the lake three miles from the mouth of Cuyahoga river shortly after 1 a. m.

As a result the passenger steamer State of New York is badly damaged, almost all the upper works on the port side having been swept away by the prow of the whaleback Henry Cort, bound in.

The State of New York left her moorings shortly after midnight, two hours later than her schedule time. She was bound for Toledo and carried 200 passengers.

The big whaleback steamer Henry Cort was due to arrive with a tow, and expecting her hourly, the tug L. P. Smith left the mouth of the river, following close after the State of New York.

When about three miles off shore Captain Ed Dalk of the tug heard a deafening crash. He at once proceeded to the steamer, finding her badly disabled, and took aboard a large number of passengers, with whom he returned to the harbor.

The whaleback had struck the passenger boat near the paddle box, which it demolished, and then swept away the upper works for some distance aft.

There was a wild rush of passengers in all stages of undress to the deck. Officers and crew, however, acted with the greatest coolness, and although all the passengers were greatly excited, order was soon restored and the reassured passengers returned to their state rooms to dress and collect their baggage.

A number of passengers were taken aboard the whaleback. No one was injured.

Two tugs were sent to the rescue of the boat and she was towed into the river. The cause of the collision has not yet been determined.

The Henry Cort belongs to the Rockefeller fleet. She is said to have had burning her regulation lights. She is not damaged. The State of New York is owned by the Cleveland and Buffalo Transit company.

Chicago, July 7.—President Prescott of the International Typographical union, who came from Indianapolis to make an investigation, decided that the strike of the stereotypers employed on the Chicago newspapers was illegal and that they should have adhered to their contract.

#### NATIONAL SPORT.

##### How the Various Clubs Are Founding the Figskin.

AT BROOKLYN—R. H. E.  
Brooklyn . . . . . 2 0 0 0 1 0 0 0 0—3 5 2  
Boston . . . . . 1 0 2 0 0 2 0 0—5 6 2  
Batteries—Kennedy and Ryan, Lewis and Yeager. Umpires—Emalle and Hunt.

AT BALTIMORE—R. H. E.  
Baltimore . . . . . 0 0 0 3 2 0 4 0—9 11 4  
Philadelphia . . . . . 0 0 0 2 2 0 0 4—8 8 1  
Batteries—Hughes and Robinson, Dunkle and McFarland. Umpires—Gaffney and Brown.

Second Game—R. H. E.  
Baltimore . . . . . 0 0 3 0 2 1 1—15 26 0  
Philadelphia . . . . . 0 0 0 0 0 0 0 0—0 5 6  
Batteries—Fond and Clarke, Wheeler and Murphy. Umpires—Gaffney and Brown.

AT CHICAGO—R. H. E.  
Chicago . . . . . 1 0 1 0 1 0 0 3—6 12 1  
Cleveland . . . . . 2 0 3 0 0 0 0 0—9 9 2  
Batteries—Callahan and Donahue, Wilson and O'Connor. Umpires—Swartwood and Wood.

AT PITTSBURGH—R. H. E.  
Pittsburgh . . . . . 1 0 0 0 0 0 2 0—5 11 1  
St. Louis . . . . . 0 0 1 0 0 0 0 0—1 4 0  
Batteries—Hastings and Schaefer.