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PRICE TWO CENTS.

MONTREAL GAZETTE.

is Privileged to Appeal its Big Libel Suit.

LONDON, July 12.—(Special)—The Privy Council have granted the Montreal Gazette Company permission to appeal against the mandamus of the Canada Supreme Court in re Hector Cadieux.

THE B C ELECTIONS.

Still in Doubt Both Sides Claiming Victory.

VANCOUVER B C July 12.—[Special]—The result of the election is still uncertain. Both sides claim a majority.

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THE LOST STEAMER

Inquiry into Cause of the Wreck.

THE OFFICERS' STORY

Reasons Why So Few Passengers Were Saved—The Steamers Construction—The Knife Was Used By Austrian Sailors.

NEW YORK, July 11.—The survivors of the steamship La Bourgoigne, which was sunk in collision near Sable Island on the morning of July 4th, arrived here on Friday afternoon from Boston, and were taken in charge, most of them, by the Compagnie Trans-Atlantique officials. There was an immense crowd at the Grand Central Station. Some of them came to welcome friends, who had escaped, others to get information from the survivors of the friends or loved ones who were lost. The persons who were waiting to see the survivors of La Bourgoigne gathered in little groups—French women with a child or two clinging to them, Italian laborers and a group of French priests from Manhattan College. The priests were to question the survivors as to the death of the priests aboard La Bourgoigne, especially Father Kessler, of St. Joseph's Church. The steamer passengers and crew did not get a cordial welcome from the crowd, and hisses and imprecations were heard all along the line from the platform to the coaches.

The French Consul-General, Francis Edmund Brunswart, and the Vice-Consul boarded La Touraine at her pier yesterday afternoon and upon the arrival of La Bourgoigne's crew, took depositions of the members. The hearing was secret, and Agent Fagnet, of the French line, said that he had not even been told what testimony has been taken. The Consul-General will submit his findings to the French Admiralty Court.

Boston, July 9.—From the testimony of three survivors of La Bourgoigne, Otto Zeiger, from New York; Mr. Archard, of Baltimore, and Charles Liebra, Iowa it appears that the fourth engineer of La Bourgoigne, who was saved, acted in the most brutal manner toward the passengers. The three men agree in the statement that after the collision, when every one was surrounding the boats, the fourth engineer said: "D—n the passengers. Let them save themselves. We save ourselves first." He also said that if he had a revolver he would shoot the passengers.

WHY SEVENTY-FIVE WERE DROWNED. Mr. Liebra spoke in great praise of the captain although that officer did not think the accident was serious, and informed the saloon passengers that there was no danger. This is thought to be one reason that none of the 75 first class passengers were saved.

On the voyage Liebra became acquainted with Yousoff, the wrestler, who was a passenger. After the collision, Liebra says he saw Yousoff struggling in a crowd of drowning passengers, beating them off with a stiletto and shoving

them aside, trying to reach a boat. He failed, however, and went down. In conversation with Liebra before the wreck the wrestler had expressed himself as ill-pleased with the treatment he had received in America.

MURDERED WITH KNIVES. L. Tarulad, of 164 West 36th street, New York, and M. Lucas, from Northern France, the latter being a waiter on board La Bourgoigne, each tell of being driven away from a boat containing Austrians armed with knives. While the Halifax was entering Boston harbor eight persons gave their name as witnesses to the fact that the Austrians used knives to keep people out of their boat.

One of the crew, a steward, who spoke English well declined to give his name as he said it would be bad for him when he got back. He said he was in bed at the time of the accident. The shock awakened him and he ran up to the spar deck to his boat. There were twenty-five men appointed to each boat, but there were only seven or eight at his, which was the second mate's No. 7. The second mate was at his post and the boat was immediately got ready. There were about fifty passengers in this boat, including a lot of women. As La Bourgoigne was sinking the boat caught and upset, throwing everyone into the water. He came up in a minute. He was saved two minutes after by a raft. There were lots of women and children screaming for help around, but he turned his head away, as he said he did not like to see these things.

A young Frenchman from New Orleans said he could not say anything in praise of the crew of La Bourgoigne. He did not see any of the officers after the accident, except the captain, who was gesticulating on the bridge.

Messrs. Zeiger and Karamer, second-class passengers, states that Victor Gendrot and another sailor of La Bourgoigne deserve great praise for their bravery in saving some passengers. They called on volunteers to go from Cromartyshire and were the means of saving many others who would otherwise have perished. They were the only sailors who did anything to help the passengers.

REASONS WHY SALOON PASSENGERS WERE CAUGHT. NEW YORK, July 9.—The Journal publishes an interview with M. Fagnet, the agent of the line of steamers to which the ill-fated La Bourgoigne belonged.

In reply to the question, why was not a single saloon passenger saved, he said that the wreckage blocked the saloon gangway on the starboard side—the side toward which the steamship was careening—and that the passengers rushed to the port side. Then he added that the port lifeboats, owing to the position of the ship, could not be launched.

When the fact that a large number of the crew had been saved was pointed out to him and an explanation asked, M. Fagnet gave a proverbial shrug of the shoulders and was silent.

Mr. Fagnet did not in this instance state the saloon companionway of the French liner run from the promenade deck to a platform some four feet above the saloon deck, and that from that platform two small flights of steps, at right angle with the upper stairway, took the passengers to the saloon vestibule. He did not explain that on reaching the vestibule the saloon voyager had to make another right angle turn to enter the dining room.

When pressed for an answer on this point he produced a plan of La Bourgoigne. This plan shows the two corridors, on either side of the steamship, with shorter ones at right angles leading to the starboard.

These corridors extend aft to the door leading to the second cabins, and there are no bulkhead doors to prevent the water from sweeping the full length of them.

It is believed that the water did gain ingress to this corridor after La Bourgoigne was struck and that the passengers were fairly swept off their feet. If there were bulkhead doors in the corridors the evidence so far indicates that they were not closed. The bulkheads below that deck, even if closed, could not have saved the saloon voyagers, for the steamship was heeling far to starboard—far enough evidently to allow the water to gain the saloon deck.

Those of the saloon passengers who did gain the vestibule from the corridors had to swing abruptly to the right and left, to descend the steps leading to the platform mentioned—half way up the stairway. These two small flights were narrow, and once having gained the platform the passenger must make another abrupt turn to the right or left to ascend the remaining flight of steps and gain the hall, from which doors—to

right and left again—led out on the promenade deck. It was this deck from which the boats were swung, and therefore the objective point of these panic-stricken and fear-hunted passengers who were fleeing from death.

STEAMER SANK QUICKLY. This stairway was one of the features in which La Bourgoigne differed from the modern built ocean racers. La Bourgoigne's saloon stairway divided the saloon vestibule into two parts, for the platform half way down the stairway was built against the after bulkhead or wall of the saloon. Thirty persons would have crowded the narrow vestibule at the bottoms of the two short flights leading from the platform. Doors at the forward end of these spaces led to the saloon, and doors at the after end led to the corridors, from which the saloon voyagers must have rushed to reach the promenade deck from the rooms. La Bourgoigne had no longitudinal bulkhead—not even in her engine-room. She was a single screw vessel, and the engines were in the center over the keel. Even her ransverse bulkheads, those built athwartship did not run up the promenade deck. They stopped at the saloon deck.

It is not certain that the bulkhead doors below the saloon deck on the liner were closed on that fatal morning, when the Cromartyshire struck her. The rapidity with which the vessel filled would indicate that they were not, and the falling of the funnel proves that the vessel was damaged at her most vulnerable point the engine rooms. The modern twin screw liners have longitudinal bulkheads running through the boiler, and engine rooms, and bulkhead doors in the transverse bulkhead between the boiler and engine rooms. The longitudinal bulkhead is between the two sets of engines and directly over the keel. That is why the Paris floated when a hole was smashed through the bottom of her starboard engine room, and that compartment was filled with water.

M. Fagnet was sure that on La Bourgoigne boat drill and the regular practice for the opening and closing of bulkhead doors was rigidly enforced. He did not know why La Bourgoigne was so far north of the regular eastbound lane to the English channel, and wouldn't or couldn't explain why the French line steamships never take the recognized east and west bound lanes, but steam far north of them on both the eastward and westward trips.

La Bourgoigne was at least 160 miles north of the course of the east-bound vessels. She was fully 120 miles north of the western course of the White Star liner Majestic, from Liverpool, when that vessel passed south of Sable Island. The Majestic steamed 180 miles south of Sable Island, and La Bourgoigne was only 60 miles south. This proves that La Bourgoigne was 80 miles further north than even the most northern west-bound route in mid-summer.

CHICAGO MARKETS.

CHICAGO, July 12.—[Special]—The following are the closing rates: July wheat, 75; corn 31½; oats, 22½; pork, 9.97; Sept wheat, 67½; corn, 32½; oats, 19½; pork, 10.12; Dec. wheat, 67½; corn, 32½; oat, —; pork —; Atcheson, 35½; New York Central 118½; Burlington, 106½; Cotton,

Uprising in Corea.

YOKOHAMA, July 11.—Another plot at Seoul, the capital of Corea, against the government has been disclosed. Several prominent officials have been arrested on a charge of complicity. Others, including a former minister of war, have fled.

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SANTIAGO CLOSED IN

Russia Thinks War About Over and Wants Spain To Keep Philippines Under States Protectorate.

NEW YORK, July 12.—(Special)—An explosion killed fifteen persons to-day at Haffin and Rand's powder mills near Dover, N. J. A number of soldiers and others were wounded.

WASHINGTON, July 12.—[Special]—General Shafter telegraphs that a flag of truce was flying over Santiago Monday considering a proposition of surrendering.

The town was surrounded at 5 p m down to the bay. The line was rather thin, but Shafter expected to have it strengthened by to-day.

There is a great deal of suffering among the people who left Santiago. Shafter's force now numbers about 29,000.

SANTIAGO, July 12.—[Special]—Fighting was continued during Monday and at 4 p m it was believed Santiago would be captured in 24 hours.

As the Americans advanced in several Spanish trenches the troops found dummy wooden guns and no Spanish soldiers.

There was a weak fire from the Spanish troops and the American officers received further evidence of distress in Santiago.

ST PETERSBURG, July 12.—(Special)—The Russian papers regard the war as practically over and discuss the Philippines Island problem. If they are divided the best part will fall to Great Britain, Germany and Japan, therefore it is the advantage of Russia that the islands remain in possession of a single power, whether Spain or the United States. Russia prefers them

in possession of Spain under protection of the United States, who would keep out other claimants.

MADRID, July 12.—(Special)—Despatches state that Aguinado the insurgent leader, is patrolling the coast with a fleet of merchantmen.

Two bands of insurgents of Cuba have been defeated and two leaders captured and shot.

Peace is here widely discussed and the government would accept it if only Cuba was asked but war would be preferred if the United States claims Porto Rico, the Philippines Islands or an immense indemnity which would be impossible for Spain to pay.

LONDON, July 12.—(Special)—The Times Madrid despatch states that the cabinet resigned in consequence of a difference on the question of initiating of peace negotiations.

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