

to come alongside, and found that the steamer was La Bourgogne from New York for Havre, and that she had gone down.

"We laid to all day and received on board about 200 survivors from amongst 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 along side the ship. Some of the passengers and seamen from the sunken steamer assisted us and we jettisoned some 36 tons of cargo from our forehold in order to lighten up the ship. At about 3 p. m. another steamer hove in sight, heading westward. We put up our signals 'N. C.' (want assistance).

Shortly after a steamer bore down towards 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 tow line. At 6 p. m. we had made a connection and proceeded in tow of the Grecian toward Halifax, having put all sail over the broken bow to take part of the strain of the collision bulkhead.

There was at that time fourteen feet of water in the forepeak."

Mrs. Henderson, wife of the captain, was on board of 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 steamer's whistle blowing 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 sounding 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 near the cabin in order to rescue her children should a disaster occur.

Suddenly the huge hull of an ocean steamer loomed up in the mist, going about 17 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 any minute. Captain Henderson, as soon as the collision occurred, lowered the boats and ordered 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 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. At 5:30 o'clock the fog lifted and two boats were seen approaching. Later the weather cleared and men were to be wreckage and floating on life rafts. It seen in every direction clinging to was a terrible scene. No pen can picture the appalling sight revealed to the on-lookers when the curtain of mist arose. 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 ample opportunity of interviewing those who were rescued, expresses her belief that there had been no effort to save the women.

There were many foreigners on board, who fought for places in the boats. It

was fully ten minutes to a quarter of an hour before La Bourgogne went down, and during that time there was ample opportunity offered to rescue at least some of the women and children. As it was, only one woman, Mrs. La Casse, was saved. She has been on board ever since. She is the wife of M. D. LaCasse, teacher of languages of Plainville, N. J.

The crew of the Cromartyshire commented freely upon the fact that only one woman was saved out of 300.

Nearly all the first class passengers were lost, those saved being steerage and sailors. LaCasse and his wife were in the water eight hours clinging to a raft, before they were picked up by a boat from the Cromartyshire. They lost everything but what they stand in, including money and valuables.

One passenger was going home to France with his two children, his wife having died a month previously. He was saved, but his two babies went down with the ship.

The only officer saved was the purser. He went down but being a strong swimmer, managed to save himself. When the ship struck they were off Cape Sable.

The passengers, with the sole exception of Prof. LaCasse, were below deck. Without warning came the terrible shock. LaCasse rushed in haste to his stateroom on the saloon deck and got his wife out of bed, and partly dressed. They hastened on deck only to be precipitated into the water. They were not long in the water, however, when they found a partly submerged raft, upon which LaCasse lifted his unconscious wife and clung to it himself. Some of the boats, LaCasse says, capsized, and all on board were drowned. The struggles, and the terrible screams of the drowning made the situation an awe-inspiring one, never to be forgotten. One man on La Bourgogne, when the ship sank, went out of his mind, and jumped to a watery grave.

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 Willaman was also on the forecastle deck. The Cromartyshire was going about 5 knots 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 jib boom struck the Bourgogne's bridge and the sailing vessel crashed into the liner, stoving 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 that the Bourgogne had sunk the colliding vessel.

The boats were sent out and nearly 200 persons were saved. At the time of the collision, Third Mate Stewart says, La Bourgogne was going at about the rate of 18 to 19 knots an hour, through a dense fog, shutting out everything more than 20 yards away.

The passengers and crew saved number 200 persons in all. Of this number 170 were passengers and the other thirty were members of the crew of the French steamer.

#### SEEN FROM THE IOWA.

Off Santiago de Cuba, July 8, per the Associated Press Dispatch Boat Dauntless, via Port Antonio, Jamaica, July 8, by way of Kingston, Jamaica, July 8.—(Copyrighted, 1898, by the Associated Press.)—The battleship Iowa was the first ship to see the Spanish fleet coming out of the harbor. A moment later the crew was at gen-

eral quarters, and at 9:33 a.m. a gun was fired to attract the attention of the fleet. Capt. Evans's account of the battle, as told in the cabin of the Iowa to a correspondent of the Associated Press, is intensely interesting. He said:

"At the time general orders were sounded the engine bell rang full speed ahead and I put the helm to starboard and the Iowa crossed the bows of the Infanta Maria Teresa, the first Spanish ship out. As the Spanish admiral swung to the westward, the twelve-inch shell from the forward turret of the Iowa seemed to strike her fairly in the bow, and the fight was a spectacle.

"As the squadron came out in column, the ships beautifully spaced as to distance, and gradually increasing their speed to thirteen knots, it was superb.

The Iowa from this moment kept up a steady fire from her heavy guns, heading all the time to keep the Infanta Maria Teresa on her starboard bow and hoping to ram one of the leading ships.

In the meantime the Oregon, Indiana, Brooklyn and Texas were doing excellent work with their heavy guns.

"In a very short space of time the enemy's ships were all clear of the harbor mouth, and it became evidently impossible for the Iowa to ram either the first or the second ship on account of the speed.

"The range at this time was 2,000 yards from the leading ship. The Iowa's helm was immediately put hard to starboard, and the entire starboard broadside was poured into the Infanta Maria Teresa. The helm was then quickly shifted to port and the ship went across the stern of the Teresa in an effort to head off the Oquendo. All the time the engines were driving at full speed ahead. A perfect torrent of shells from the enemy passed over the smokestack and superstructure of the ship, but none struck her.

"The Cristobal Colon, being much faster than the rest of the Spanish ships, passed rapidly to the front in an effort to escape. In passing the Iowa the Colon placed two six-inch shells fairly in our starboard bow. One passed through the cofferdam and dispensary, wrecking the latter and bursting on the berth deck, doing considerable damage. The other passed through the side at the water line within the cofferdam, where it still remains.

"As it was now obviously impossible to ram any of the Spanish ships on account of their superior speed, the Iowa's helm was put to the starboard and she ran on a course parallel with the enemy. Being then abreast of the Almirante Oquendo, at a distance of 1,100 yards, the Iowa's entire battery, including the rapid-fire guns, was opened on the Oquendo.

"Many twelve-inch shells from the Iowa pierced the Almirante Oquendo at the same moment, one forward and the other aft. The Oquendo seemed to stop her engines for a moment and lost headway, but she immediately resumed her speed and gradually drew ahead of the Iowa and caught the terrific fire of the Oregon and Texas.

"At this moment the alarm of torpedo boats was sounded and two torpedo boat destroyers were discovered in the starboard quarter at a distance of 4,000 yards. Fire was at once opened on them with the after battery and a twelve-inch shell cut the stern of one destroyer squarely off. As the shell struck, a small torpedo boat fired back at the battleship, sending a shell within a few feet of my head.

"Well among the advancing cruisers, spitting shots at one and the other, was the little Gloucester, shooting first at a cruiser and then at a torpedo boat, and hitting ahead wherever she