AN OCEAN HORROR.

Stories Told by Survivors of the San Augustin—Steamship on Fire in the Bay of Biscay.

DISTRESSING DETAILS.

On Saturday morning, December 22nd, seventeen persons, two passengers and fifteen of the crew of the ill-fated steamer San Augustin, which was burned in the Bay of Biscay on the 16th ult., were landed at Dover from the steamer Grantully, bound to Bowness, and taken to the Dover National Sailors' Home in a very distressed condition. They were the last of the crew rescued from the burning ship, and the statements of the chief engineer, Mr. Armstrong, and of Mr. Vines, a passenger, and the chief clerk in the Liverpool office of the firm to which the vessel belonged, contain many distressing details which had not hitherto come to hand. The San Augustin was a large steamer of three thousand tons, and was bound from Manila to Liverpool with a cargo of sugar and tobacco. The following is the chief engineer's narrative of the disaster, his statement being also signed by Mr. Vines. He says:

"The San Augustin left Corunna on Saturday, Dec. 15th, at 4 p.m., the weather at the time being moderately fine. All went well until Sunday, Dec. 16th, when at 2.30 p. m. the fourth engineer reported to me that there was smoke coming into the engine room. I immediately went, and saw smoke issuing from 'tween decks through the side partition. My first impression was that the coal in the bunkers had taken fire, and I sent some men to examine it, and found the fire raging in the clean linen store room on the starboard side. In the meantime the fire hose was passed down, and we commenced playing on the fire. The dense smoke then filled the narrow passages, and rendered it impossible to remain there longer. Directly afterward the fire began to spread to the cabins on the port side. We then closed the water tight compartments, making every effort to confine the limits of the fire, the water being continually playing on the fire. At one time we thought we had the fire under our control, but it broke out again, and in spite of every effort it spread fore and aft. About 5 p. m. we signalled a brig, which came close up to us. There was a high sea at the time, and our captain, Mr. Juan, summoned us on to the bridge and held a consultation. He then ordered the engines to be stopped and three boats to be lowered and towed. We had eighty-five souls on board, including two passengers. Some of the crew then got into the boats. One of the boats, in charge of the third officer, was damaged, being towed, and after being away an hour and a half returned to the ship, being unable to make the brig owing to the heavy sea. The men were completely exhausted in getting them on board again. One poor fellow was crushed between the ship and the boat in getting him on board. He lived till 4 p.m. the next day in great agony. We saw no more of the other two boats. We had three boats remaining, one of which was destroyed by the fire. At 11 o'clock the same night we sighted two steamers. The captain then ordered the other two boats to be lowered, and all the married men to get into them. The chief officer, who was in charge, took a lamp, and we could see the boats until close up to one of the steamers. On Monday morning, the 17th inst., while Capt. Juan was going from aft to the bridge the main-mast fell, crushing him between the davits and the mast, and cutting his right foot off a little above the ankle. The second officer was following the captain, and, seeing the accident which had befallen him, returned to the cabin and shot himself through the head with a revolver. We passed buckets of water along, and by this means managed to reach the captain, and carried him into the smoke-room, where his wounds were dressed by the doctor's assistant. About the same time four seamen were trying to pass from aft to fore, when they fell into the hold and were terribly burnt. Their cries were heart-rending. In the terror which this produced one fireman stabbed himself through the breast with a dagger, and two other men threw themselves overboard. At daybreak next morning the steamer Governor came in sight and bore down to us. Two boats were sent, but kept too far off to be of much service. One sailor, a powerful swimmer, managed to reach one of the boats, but another poor fellow was lost in the attempt. About 2 p.m. another steamer hove in sight and sent a boat, which came much closer, and by throwing us a life line, at last succeeded in saving five or six of the crew. Capt. Juan swung himself overboard with a life-buoy, and tried to swim to the boat. Finding the life-buoy and a jacket he had on too much for him, he threw them off and struck out. But the heavy sea and the weakness he was suffering from the loss of blood proved too much for him, and after about fifteen minutes' hard struggling, the poor fellow threw up his arms and sank. One of our passengers, Mr. Roderiguez, about the same time, with six of the crew, jumped overboard with life-buoys, but they were all lost. Mr. Gogena, our third officer, then jumped overboard, and, in a vain attempt to reach the boat, sank. The boats then left us and did not return. The steamship Governor steamed away about 5 p. m., the other remaining till nearly daybreak, when she went away. We passed a terrible night on the hot iron deck, our boots being nearly burnt off our feet, and some of us nearly blind with the heat. We also suffered greatly from the want of food and water. There were now seventeen of us remaining, including Mr Vines and myself. We now began to give up all hopes of rescue. Our vessel was a complete wreck. The foremast and funnel had fallen and the deck had fallen in. About the next morning we sighted another steamer, which proved to be the Grantully, bound for West Hartlepool. The chief officer, Mr. Boyle, came off to us in the lifeboat, at great risk to himself and crew, the weather at the time being very rough, with a high sea. After five hours' exertion on their part they got us safely on board. Owing to an arrangement between myself and Mr. Vines, we being the only two who spoke English, I was the first to leave the ship, Mr. Vines staying till last. We were all nearly totally blind and greatly exhausted and scorched. We cannot express the gratitude we owe to Capt. Stott and his crew, who gave us clothing and treated us with every kindness."

The crew left for Liverpool early in the afternoon by free passes on the London & Chatham line. Before they left, however, they expressed their gratitude for the way in which their wants had been ministered to at the National Sailors' Home.

THE DISABLED CELTIC.

A Wearisome Voyage—Casting Lots Among the Passengers—All Well.

A London cablegram says: The Argosy left the Celtic on the 5th instant, 1,250 miles from the Lizard. The rest of the Celtic's passengers were well. The Celtic, prior to speaking the steamer Argosy, experienced variable, but on the whole, fairly fine weather. She was perfectly seaworthy and amply supplied with provisions. Her captain was in hopes of being picked up by the Britannic. More of the Celtic's passengers would have gone on board the Argosy if the latter could have accommodated them. The four passengers landed at Falmouth state that at one time the gale was so heavy that the Celtic's sails were blown out of the ropes. All the canvas on board the steamer was utilized. The Bothnia was sighted December 29th; only numbers were exchanged by the two steamers. The Celtic's passengers considered the captain of the Celtic somewhat dilatory in signalling. It was a week before another vessel was signalled, meanwhile her fresh provisions gave out, but she had salt stores enough for a year. On January 4th the Italian steamer Independencia was sighted, when the Celtic asked to be reported "All well" at New York, but declined assistance. The steamer Argosy offered to tow the Celtic, but the offer was declined. When it was learned that the Argosy could take only four passengers there was great excitement among business men on the Celtic whose time was valuable. Lots were drawn for the coveted berths on the Argosy. Two of the fortunate four went on board that steamer, and the other two sold their places to the highest bidders.

A MODEL YOUTH.

A Fifteen-Year-Old Murderer and Incendiary.

A Washington despatch says: W. L. Benjamin, a colored man, appeared in court with his nephew, Elphonso Kell, a 15-year-old lad, and asked that he be committed for incorrigibility. He told the court the boy had made several attempts to poison members of the family by placing vermin poison in milk and in water which they drank; that he had poisoned cattle belonging to him and had attempted to set the house on fire; also that just before Christmas he had attempted to cut the throat of one of the children in the house while she slept. The boy acknowledged his uncle's story was true, and confessed that while living in Baltimore he had administered poison to his mother and aunt, who both died from the effects; that he had attempted to poison other people and cattle while in Baltimore, and had set his mother's house on fire. He was committed for examination as to his mental condition.

THE MURDERER'S DOOM.

A Repentant and Sympathetic Murderer Hanged.

A last (Friday) night's Norfolk, Va., despatch says: John Jarvis, the murderer of Claudius W. Bonney, was hanged at half-past 1 this afternoon at Princess Anne Court-house. He said last night he felt at the time of the murder an uncontrollable desire to kill Bonney which he could not resist, and expressed sympathy for his victim's widow and children and regret for the deed. He went to the scaffold calm and collected. When asked if he had anything to say he replied "no," but asked the bystanders to pray for him, which was done. His neck was broken and death was painless. The murder for which Jarvis was hanged was the malicious and cold-blooded act of a morose and intemperate man, who fancied himself and family wronged in a business transaction. During the trial the murderer maintained a sullen and stolid indifference; all he would say was that he remembered nothing about the crime. He was 50 years old and but recently married. His victim was of middle age, esteemed in his county and left a wife and six small children.

Riot by Starving Laborers.

A Portland despatch says: Several hundred discharged railroad men boarded a passenger train on Saturday near Pendleton and demanded to be taken to Portland free. The officials refused, and called on the sheriff to remove the crowd from the train. The train was on an Indian reservation, and the State authorities were powerless. The crowd then took possession of the train and defied the officials. Gen. Myles was telegraphed to and ordered two companies to the scene. The troops arrived in the evening, but the rioters refused to yield. Three hundred roughs came from Pendleton to assist the rioters. The laborers were discharged in the beginning of the week, and spent their wages in whiskey and riotous living. They are now holding a meeting. The citizens are doing their best to provide for them, as they are destitute. Five more discharged men are expected to arrive on Sunday. No serious disturbance is anticipated.

Northwest Navigation.

An Ottawa telegram says: One of the great works that will probably engage the attention of Parliament is the improvement of the navigation of the Winnepegosis and Manitoba lakes by cutting a canal across the neck of land separating the two lakes formed by the two rivers which run into and out of Water Hen Lake from the northern end of Lake Winnepegosis. A canal cut through Mossy portage would connect the waters of these lakes with the Saskatchewan river, above the falls at the mouth of this river, and thus give uninterrupted navigation.

On Christmas Day, among other Presbyterian Churches open in Edinburgh were St. Giles' Cathedral, the Free High Church and St. Bernard's Church; and in these Christmas hymns were sung, and addresses suitable to the occasion were delivered. In other cities and towns in Scotland the day was generally observed as a holiday.

LONDON LIFE.

Current Cossip of the Metropolis of the World.

NOTES PERSONAL, POLITICAL, AND THEATRICAL.

A London cablegram says: The Queen will spend a considerable part of the spring on the continent. She goes at first to Baden-Baden, and afterwards to Darmstadt, to attend the wedding of her grand-daughter with Prince Louis Battenburg. The Prince and Princess of Wales are also expected to be there, after making a long stay in the Riviera, whither they go shortly.

Mr. Woodville, a rising young artist of genius, is designing a historical procession, in which artists will disguise themselves as the old masters.

A man has been discovered in Birmingham who kept the body of his sister for twenty years because he had no money to pay for a decent funeral.

The *Daily News* has created some surprise by reading Lord Hartington a lecture on the backwardness of his Liberalism, but this suggests the sensationalism of the individual newspaper rather than any division in the Ministerial ranks.

Francis Galton, the writer on heredity, offers £500 in prizes for the best extracts from family records, and commentators foretell the advent of the day when English marriage will be the result neither of love nor money, but of a scientific examination.

Rumor continues to ascribe the recent accident to the Czar to Nihilism, and the latest story is that the spy who led Col. Sudrkin into the death trap had previously introduced a woman into the palace at Gatschina, who fired a shot as the Czar was driving in the grounds.

Information has been received that British agents in Madagascar are collecting information of the damage caused by the French to English property and commerce. The recent operations of the French navy promise to produce more trouble than the mad acts of Admiral Pierre.

A crazy statistician has calculated that during his dramatic career Barry Sullivan has committed 17,000 murders and been killed 9,000 times. Irving has a record of 15 000 murders, and of death by violence 7,000 times, while Charles Wyndham has in England alone been divorced from 2,800 wives (on the stage).

A North of England coroner has announced that out of 253 inquests in one year in a manufacturing town 62 were on children under a year who died through the absence of their mothers at work or at the drinking saloon. The lowest death rate was on Fridays, when the wages are spent. The highest on Sunday, in consequence of Saturday's drunkenness.

British journalism is driven by keenness of competition to stranger enterprises every day. The ruling craze as to the dwellings of the poor resulted in one reporter getting smallpox and in another being garroted, while a third has just been brought before a Police Magistrate for perambulating as an amateur beggarman.

The leading feature of Home politics is the formation of a Liberal group to oppose the County Franchise Bill, unless it shall be accompanied by a scheme of redistribution of Parliamentary seats. Lord Grey, member of Parliament for Northumberland; Wm. M. Marriott, member for Brighton; and other Whigs lead the movement.

In England there has come a sudden lull in political controversy, Sir Richard Cross is the only Conservative orator, and nobody minds him, the little brains he has being generally fuddled with champagne. Mr. Gladstone has driven many of his critics mad by holding his tongue about Egypt and China. Still his admirers think him more versatile and wonderful than ever because he has discoursed learnedly on jam as a substitute for butter, and proved that the consumption of foreign eggs is eight times greater now than it was 27 years ago.

The reports of last week respecting the Transvaal settlement were too confident. It is true that Lord Derby adheres to the exclusion of the great trade routes from the Transvaal; on the other hand the delegates demand the whole countries of their friends Massow and Mosette, through the heart of which the trade routes run. To concede this would be a vital injury to Cape Colony. Public opinion consequently demands that Lord Derby shall stand firm, more especially as the Boers have got everything else for which they have asked.

PERSONAL NOTES.

Oliver Wendell Holmes is expected to visit England during the winter and make a lecture tour through England and Scotland.

Edward Whymper, the Alpine celebrity, has left England for the avowed purpose of trying the ascent of Mount Nilima Njaro in Equatorial Africa.

Justin McCarthy, jun., son of the novelist and historian, is the favorite Nationalist candidate for Parliament for the city of Cork.

A marriage has been arranged between Howard Russell, the well known war correspondent, and the Countess Malvezza, of Ferrara.

The sudden illness which befel both Sir Arthur Sullivan and Frederick Clay is attributed to their having dosed themselves too freely with the waters of Carlsbad.

The sporting world is still very much disturbed by the retirement from the turf of Lord Falmouth, one of the few sportsmen who never betted, and who ran his horses squarely.

Rosa Bonheur, the great painter, has recovered her health, and writes her friends in London that she is about to resume her work at her home in Champagne. Her hair has become snow-white.

Robert Buchanan, the poet and dramatist, is ill of nervous prostration, and is at times delirious. His attack is ascribed to his close attendance at the Theatre Francaise. He has suffered from a severe attack of neuralgia, but is recovering.

SPORTING NOTES.

Lady Stamford, through Sir Frederick Johnson, is also making important entries.

"Plunger" Walton has made entries for the City and Suburban Handicap.

The opinion of sporting clubs is favorable to Mr. Walton, and it is believed that he has no intention of defaulting upon any claims.

The Dowager Duchess of Montrose is making numerous entries for racing on a large scale with the horses left her under her husband's will.

The coming sporting season promises well. The Sportsman's Defence Association is obtaining copious funds to oppose the threatened action of the reforming Radicals in Parliament to suppress betting.

LITERARY NEWS.

The daughter of Sheridan Lefaun is contributing a story to "Tinsley's Magazine."

Marie Colombier's book, "Sara Barnum," has reached its forty-third French edition.

Mrs. Harrison, daughter of Chas. Kingsley, is the authoress of "Mrs. Lorimer's Success," which was published last year.

It is now announced authoritatively that Louis J. Jennings is the author of "The Millionaire," the last story in "Blackwood's Magazine."

THEATRICAL NEWS.

There will be no significant novelties until the pantomimes are got rid of.

Carmen Sylva, the pseudonym of the Queen of Roumania, has written an opera libretto, which has been set to music by the Swedish composer, Hallstrom.

Ida Cavendish has resumed the part in the "New Magdalen" of Wilkie Collins, which she created ten years ago, and is doing well.

A young American lady, Miss Wheelock, has made some success as *Elvira* in "Ernani" in Paris, though she appeared with the disadvantage of but ten days' study.

"Princess Ida" is a great success at the Savoy, the music especially being excellent, and creating great hopes of Sir Arthur Sullivan's grand opera, which is now in hand. The composer himself is better.

In the theatres the success of Gilbert & Sullivan's new opera continues unchecked, and the same applies to Mary Anderson, who banks £500 weekly, and is to be sculptured by Count Gleichen for the Princess of Wales

M. Vancorbiel, manager of the Paris Grand Opera House, has decided that in future the members of his company shall have no titulary right to any given part, and that no *role* shall be held to belong to the artist who created it.

Margaret DeVane, an American, has leased Sadlers' Wells Theatre for the spring season, in which she will appear in Shakspearean characters. Miss DeVane comes from Alabama. Her grandfather was formerly Governor of that State and Judge of the Supreme Court. She is a niece of Senator Wm. King.

SNOW SHOVELLERS

Struck by a Train—Several Crushed to Death.

A last (Wednesday) night's Brinton, Pa., despatch says: Fifteen or twenty men were employed in clearing snow from the railroad track at about 7 o'clock this evening, in a cut just east of here, when an accommodation train rounded the bend, and before the men could get out they were run down by the train. It backed up, and the dead and dying were seen scattered along the track for fifty yards. The bodies of two men were found badly mangled, life already extinct. Five others were badly injured, and one has since died. After the accident the men crawled out of the snow in all directions. It is feared the bodies of others may be discovered. The accident was caused by the failure of the men to have a lookout to warn them of the approach of train. It was dark, and the locomotives near by with steam escaping made it impossible to hear the coming train.

A FIERY TRAGEDY.

Eight Persons Burned to Death in Their Beds.

A Raleigh (N. C.) despatch says: On Saturday night on the plantation of W. G. Taylor, Lenoir County, an entire family of negroes, William Croom, wife and six children, were burned to death. The night was the coldest for twenty years, and it is supposed a large fire was made before retiring, and the house caught from the blazing brands rolling on the floor. No news of the event reached the neighbors until noon on Sunday; then a neighbor visiting the family found nothing but the ashes of the house and the remains of eight human beings. The father and mother were found near together, the infant between them, where the bed stood. The skeleton of one child was between this spot and the door, the others were in the usual places of rest. It is supposed nearly all died of suffocation.

Great Storm at Coney Island.

A New York despatch says: The gale on Tuesday night and yesterday morning caused $500,000 to $1,000,000 damage at Coney Island. The inhabitants feared the island would be submerged by the great tidal waves. The Marine Railroad was almost destroyed. Culver's iron pier was wrecked at the outer end; the old iron pier also suffered. All sheds and houses near the beach were entirely or partly demolished; bathing-houses were carried to the sea. Brighton Beach Hotel and the surrounding property were damaged to such an extent, it is said, as to suggest their possible demolition should such a visitation be repeated. The promenade succumbed, and the music stand and drug store fell a prey to the waves. The piazza and lower part of the building were damaged. Engemann's pavilion was destroyed.

Himself the First Victim of His Trap.

A despatch says that Morgan Machainer, ticket agent of the Connotton Valley Railway at Hartville, O., has for some time been missing tickets from his office. To catch the thief he rigged out a shotgun on Thursday night in a manner that the opening of the door would explode the weapon. On Friday morning, forgetting the trap, he opened the door himself, as usual, discharging the gun, the contents of which entered his abdomen, inflicting probably a fatal wound.

Devil's Lake, in northern Dakota, does not, in any sense, deserve its name, for it is a fine sheet of water in the midst of beautiful scenery, and there are no evil traditions concerning it. The fact is that the Indians called it Spirit Lake, and the white man regarded a spirit as necessarily a devil. Residents talk of changing the name back to the original Minnewakan.

HOW RAILWAYS ARE RUN.

Mr. Hickson Interviewed as to the Late Accident.

THE GREAT WESTERN SYSTEM AND ITS RULES.

(Toronto World.)

A reporter of the *World* had an interview with Mr. Hickson at the Queen's last night. Railways, he said, were run on a system. The system under which the Great Western was run was the result of years of experience, and it had been gradually improved and altered as experience suggested. Men were fallible, and in dealing with them or with accidents of this kind regard must be had to human fallibility. We learn by experience where things can be improved. But it is only after mature deliberation and experience that our rules are changed, as under the circumstances it sometimes happens that an alteration may end in confusion rather than improvement. Nothing could be clearer, it seems to me, than the working time-table and the rules under which the Great Western is operated. "The *World* the other day, I noticed, said the Great Western had been fused into the Grand Trunk and that the accident would not have happened had the Western remained a separate line. There is not a single officer on the Great Western division that has to do with the operating of the line who has been moved from his post, and there has not been a single change in the regulations. If changes had been made that charge might have been levelled with some force against the company. The suburban trains are run for the convenience of the people of the suburbs, not for the profit of the company. There is one thing lost sight of sometimes, and it is this, that the suburban trains both here and in the neighborhood of Montreal were started to supply a felt want on the part of the people in the respective localities. If the officers of the Grand Trunk consulted their own convenience, and perhaps the interests of the company, they would discontinue these trains, which are not money-making, and are a source of much trouble, and require a great deal of pains in working them; but I personally felt that in the neighborhood of Montreal, and no doubt the late manager of the Great Western similarly thought the same with regard to Toronto, that such a service was required by the people in or near these cities, and so gave it. People also are apt to lose sight of the fact that if you call for this and that additional convenience in connection with these trains, it becomes impossible to give such a service on the terms under which it was first given. As it is the trains are a great convenience to the public, and of no pecuniary benefit to the company. As to Government or anybody inquiring into the accident, the company has no objection whatever. As to a settlement with the representatives of those killed or injured, what we would like to do is to see somebody looking after them with whom we can deal, and deal with them in a fair and proper spirit. The Grand Trunk has been working at double tracking its line for the last three or four years, and we are looking forward to a double line all the way between Toronto and Montreal. Perhaps the company may ask for legislation this coming session in that direction. And while speaking of double tracks that reminds me a good deal has been said about the so-called circular trip—up the Grand Trunk and down by the Great Western. These very circular trips do in a measure give the benefits of a double track. We send as much as possible of our through-bound western traffic over the Grand Trunk or northern line, and have the east-bound traffic come down by the Great Western. This avoids an immense number of trains crossing one another, prevents many delays and therefore lessens the time of the journey (a matter of great importance) and is consequently much easier on those who operate the lines, on the train men, the switchmen, etc. The northern grade is the easiest to climb, and therefore we send the west-bound freight, which is the heaviest, over that road. Of course there is a certain amount of local and the passenger traffic on each of these lines which has to go in both directions, but this system of cirdular trips is practically and efficiently a great step in the direction of double tracks.

How Fowls Multiply.

Two rich Polish landlords agreed each to isolate two hens, two ducks, and two geese from the poultry yard and allow them to multiply for fifteen years. Superfluous male and maimed female birds could be sold, but the total sale was not to exceed 10 per cent. of the whole flock at the close of fifteen years. At the end of that term the possessor of the largest flock was to get the smaller flock and 10,000 rubles in cash, to be distributed among charitable institutions. Upon settling the bet, a short time ago, the loser had 1,890 hens, 530 ducks, and 276 geese, a total of 2 693 birds. The winner had 1,084 hens, 965 ducks, and 895 geese, a total of 2,844 birds.

A Popular Scotch Ballad.

The ballad "Auld Robin Gray" was written by Lady Anne Lindsay to an old Scotch tune called "The bridgeroom grat when the sun gaed doon." Auld Robin Gray was her father's herdsman. When Lady Anne was writing the ballad and piling distresses on Jeanie, she told her young sister that she had sent Jamie to sea, made the mother sick, and broken the father's arm, but wanted a fourth calamity. "Steal the cow, Sister Anne," said the little Elizabeth, and so "the coo was stown awa'."

EASILY PROVEN.—It is easily proven that malarial evers, constipation, torpidity of the liver and kidneys, general debility, nervousness, and neuralgic ailments yield readily to this great disease conqueror, Hop Bitters. It repairs the ravages of disease by converting the food into rich blood and it gives new life and vigor to aged and infirm always

Miss Hannah Lewis, President of the Land League in Anglesborough, died recently.

The young man who was kicked out by his sweetheart's father says: "I had no objection to the old woman's shoe being thrown after us when the wedding was over, but tossing the old man's boot before the event is quite another affair, and it hurt my feelings."