

# WRECK OF THE LUSITANIA.

## Gallant Work of the Officers and Crew.

## BEAT BACK THE FRANTIC

### And Enforced the Rule, Women and Children First—Everybody on Board Believed to Have Been Saved—Particulars of the Wreck.

St. John's, Nfld., despatch: The steamer Lusitania, with 500 passengers on board, was wrecked last night off Cape Ballard. The steamer belongs to the Orient Steam Navigation Company and was bound from Liverpool for Montreal in charge of Captain McVay. The Lusitania was built at Liverpool by Laird Bros. in 1871 and is 380 feet long.

Cape Ballard is situated on the coast of Newfoundland, about 60 miles south of St. John's.

### STORY OF THE WRECK.

#### Rumor That a Boat Upset and Twenty Persons Were Lost.

St. John's, Nfld., despatch: The Lusitania was bound round Cape Race for Montreal with a large cargo and a shipment of passengers. She mistook her course in a dense fog and went ashore near Renewa, 20 miles north of Cape Race, before day-break. The ship ran over a reef and against a cliff. The passengers, mostly immigrants, were panic-stricken. They stampeded and fought for the boats.

but were overcome by the officers and crew, who secured control after a prolonged struggle with the rough element among the passengers, who used knives, crowbars and children were landed first and the men followed. The crew stood by the ship. A heavy sea was running when these advice were received, and while the Lusitania was being hoisted her own it was thought likely she would prove a total wreck. The disaster occurred miles from the nearest telegraph station, and the details obtainable at this time are meagre.

#### Twenty Persons Lost.

A representative of the Associated Press has started for the scene. Several steamers are fitting out here and will leave shortly for the scene of the wreck. It is expected that the large cargo of the Lusitania will be salvaged.

As this despatch is being sent a report has reached here that a boat load of people from the Lusitania was upset and that 20 persons were drowned. The correspondent of the Associated Press here is unable to guarantee the accuracy of this report at present.

St. John's, Nfld., despatch: For some reason or other—probably the tempestuous weather, which rendered a shorter course through the Straits of Belle Isle unsafe—Capt. McVay, of the Lusitania, chose upon his voyage from Liverpool to Montreal the longer route round Cape Race, and by so doing avoided Charleyville, but ran upon Scylla. Plunging into the impenetrable fog which is so often found upon the Banks, those in charge of the Lusitania took all the precautions dictated by experience to bring their charge safely into port. The vessel travelled at lessened speed, and the strident note of the fog signal was heard over the waters at frequent intervals. It was without avail; for in the fog and darkness she grounded with a shriek which struck panic into the hearts of all on board, upon a pointed reef, backed by a high cliff, and it is scarcely likely that anything save a few stray timbers will be saved from the wreckage. The sea running so heavily as to make almost a foregone conclusion that she will go to pieces before assistance of any avail can be rendered.

#### A Gallant Crew.

Scenes of confusion and terror immediately took place. The passengers—mostly from the steerage—flocked up the hatchways, some partially dressed and others with only the barest pretence at clothing, and a rush for the boats took place. Women and children were quickly dashed aside by strong men, mad with fear, and it became for a moment a doubtful thing whether the story of the Beaugeste would not be repeated. Fortunately the adopted sailor was on board, and his pristine courage and coolness, in face of danger, at once reassured themselves. The officers, with drawn revolvers, and the crew, with handspikes, and any weapon that came handy, did their duty nobly, beating back the unchivalrous and famine-stricken mob of men by main force from the lifeboats.

#### Women and Children First.

The knives of the foreign steerage passengers proved of no avail against the well directed and disciplined strength of the sailors, and after a struggle of some duration the latter were cowed. Then the women and children, who had meanwhile covered in the background a prey to the most unpleasant sensations that human beings can endure, were safely stowed in the boats, the gallant sailors guarding the gangways until the last of them had been embarked. The men of the passenger list were next landed, and despite the roaring breakers which dashed over the vessel and rendered the work a desperate undertaking, the crew having saved the passengers thought little for themselves, but with true sailors' instinct remained with their captain on the ship, which will undoubtedly prove a total loss unless miraculous intervention should calm the elements.

As in the case of the Scotsman, it is said that unknown currents which drew the vessel out of her course at a time when it was impossible to take proper observations,

are responsible for the disaster. It is a singular coincidence that the vessel went on the rocks at Seal Cove, in almost the identical spot at which the Scottish King was wrecked a few months ago. On board of her were 16 first cabin, 14 second cabin, and 344 steerage passengers. This was to have been her last trip with Elder-Dempster Line, she having been chartered by the new Franco-Canadian Line to run between Montreal and Havre, under terms of a contract recently voted at last session of Parliament at Ottawa.

The coast where the Lusitania went ashore is high and bold, with deep water to the very edges of the tall cliffs. This particular piece of coast has proven a veritable graveyard for ocean craft. Vessels within a radius of a few miles of where the Lusitania now lies, and not over one in a dozen has ever been floated.

# MUST EAT NO FLESH.

## Injunction and Promise of the Vegetarian Congress.

### WANT NO LIQUOR, EITHER.

London cable says: Vegetarianism as a cure for drunkenness is the theory which the International Vegetarian Congress, which opened in London on Tuesday night, submits to the world of to-day.

The anti-meat eaters assert that experiments made during the last three months at Torquay demonstrated that a vegetable diet is an absolute destroyer of the liquor habit. Forty inmates of that institution who entered as confirmed toppers have become total abstainers as a result of a daily bill-of-fare wherein flesh and fowl find no place.

Further testimony along the same line will be presented to the Congress by Bramwell Booth, commander of the Salvation Army's social branch. Mr. Booth asserts that inebriety among London's slum population has declined steadily and permanently wherever it has been weaned from meat. Salvationists henceforth will adopt vegetarianism as a fixed feature of their temperance work.

Reports will also be tendered to show that the vegetable diet is gaining favor in the world of athletes. Professor C. B. H. Miles, head of the physical culture department of Cambridge University, and amateur tennis champion of Great Britain, will introduce statistics to prove that the stoutest brawn thrives on the products of the soil. Dr. Kenneth Harris, a Scotch physician, 80 years old, will describe a 400-mile bicycle ride which he has just completed from Land's End to Edinburgh without tasting meat.

Dr. J. H. Kellogg, of Battle Creek, Mich., will read a paper to the congress detailing the growth of the "health food" movement in the United States.

"Vegetarianism is attaining phenomenal proportions the world over. Such notables as Tolstol, Sarah Grand, Edison and Annie Besant are types of our adherents. The movement in America, like the many other moral reform schemes in that country, is gradually falling into the hands of companies and syndicates. This is likely to result in a more general adoption of principles among business people. Still, the ethical side is flourishing, especially in New York, Chicago, San Francisco and Philadelphia."

# WABASH FLYER WRECKED.

## Sixteen Killed and About Fifty Injured, MANY OF WHOM MAY DIE.

Peru, Ind., report: Sixteen persons were killed and about fifty seriously injured in a wreck of train No. 3, the west bound Wabash Limited, nine miles west of this city, at 12:30 a.m., to-day. The dead are all Italian immigrants en route to Colorado. Many of the injured undoubtedly will die.

### The Casualties.

The dead: Sixteen Italian immigrants.

The injured: Mrs. William Cotton, wife of General Superintendent of Iron Mountain Railway, badly bruised.

Three children, names unknown, severely bruised.

David Agnew, Green Oak, Ind., right arm injured.

John O'Mara, Denver, right leg broken.

Unknown Italian, New York, right leg and right side mangled.

Nicola Polasa, head and shoulder bruised.

John Ickes, New York, head and body bruised.

Anna Juber, St. Louis, head badly bruised.

Joseph Pozza, Trinidad, Col., head and left foot injured.

Herbert Menger, Hilledale, Mich., face cut.

Unknown Italian, New York, head, body and left leg bruised.

Mrs. Jos. Cruse, head and body bruised; will die.

# A YOUNG FIEND'S CRIME.

## Repaid Motherly Kindness by Criminal Assault.

### DID IT CAUSE HER DEATH

Quebec report: In consequence of some very ugly rumors as to the cause of death in the case of Catherine Breslin, wife of Walter Hobson, a potter, residing in the St. Lawrence suburbs, who died a couple of days since, a coroner's inquest was begun on Saturday afternoon on the body of the deceased. If the current stories are to be believed, and it seems that there is little doubt as to their accuracy, the poor woman fell a victim to the brutality of a young fiend in human shape named Edward Mahoney, whom being without children of her own, she adopted years ago, when he was an orphan child, treated him as her own son, and reared to manhood, and who repaid a mother's kindness by brutally assaulting and outraging her in the absence of her husband, breaking one of her legs, and inflicting other injuries upon her, which left her in a state of insensibility on the floor of her home, and from the effects of which she died after lingering in great pain for some days.

As usual, intoxicating liquor was the cause of the dreadful crime. Despite the excellent training given him by his adopted parents, Mahoney, it appears, as he grew up, fell into dissipated habits, and frequently returned home intoxicated, on which occasions his conduct was abusive and almost unbearable. Of late he became still more depraved, and was several times arrested for creating disturbance in the locality where he resided. About a week or ten days ago he came home enraged with liquor during the absence of Mr. Hobson, when he had a violent quarrel with his mother by adoption, and committed the crime which is described, which resulted so fatally. Thus far the second has not been arrested, though the authorities are making diligent search for him, and it is feared that he may make good his escape.

Montreal has several tenders for the lighting contract, ranging from \$95 to \$54 per lamp, and the City Council seems to find a difficulty in deciding which to accept.

# Queer State of U. S. Marriage Laws.

## Every State Has Its Own System and Divorce is Easy.

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Miscegenation is a geographical crime. In this State the intermarriage of whites and blacks is deemed merely a matter of taste. In many sections of the country it involves imprisonment. In one locality a white man may marry an otterman, but not a quadroon, while in another locality the quadroon makes the boundary line in testing the guilt or innocence of the bridegroom. In Ohio, to constitute a crime, one party must be of pure white blood, and the other must have sufficient amount of African blood to render that fact visible to the naked eye. In some sections of the Pacific slope the legislation is extended to cover the Chinese, while North Carolina includes Indians.

Having cited many cases where unmarried persons are prevented from marrying in some sections, but marry in others, I shall revert briefly to the marriage of divorcees. In this State the law not only prohibits the guilty party from marrying again during the lifetime of the husband or wife, but declares that a subsequent marriage shall be void.

A second marriage, here might, consequently, prove disastrous, involving not only a punishment to the guilty, but grave inconvenience to the innocent. By crossing a ferry to Jersey City or Hoboken, the person who has been divorced had been granted a marriage lawfully wed. A mistake in geography here would be fatal. In seeking a safe place to marry I would advise persons to keep out of Alabama, Florida, Kansas, Kentucky, Massachusetts and Missouri, as these States have bigamy laws, which might be made to apply under some circumstances.

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# WRECKAGE.

## Its windows and trucks were broken, but none of the occupants were injured. The remaining cars also left their trucks, but were not badly damaged.

Heavy fog lined the banks on both sides of the cut, and the approach to which was over a reverse cut.

There was no means by which the engine crew could see the impending danger. In fact, the engine ran out upon the trestle before the construction gave way. The night was intensely dark. For a moment after the fatal plunge, and dreadful roar of crashing timbers, a deathlike stillness prevailed. Then there broke out the cries of the injured.

Trainmen caught up their lanterns and rushed to the neighboring farm houses for assistance. The farmers, with their wives and children, hurried to the scene, and all were bent to give first aid to the injured. Telephone messages were despatched to this city, and every physician was hurriedly taken to the scene.

The injured were placed aboard the cars and taken to the hospital in this city.

### Getting Out the Dead.

For a time after the rescuers reached the scene of the wreck nothing could be done in the way of removing the dead. Hundreds of tons of twisted iron and broken timbers rested upon the car where the unfortunate emigrants were crushed. But by means of wrecking derricks the cars were gradually opened and by daylight nearly all the dead had been removed to this city.

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