

STEAMER CROATAN BURNED AT SEA.

Left New York Last Monday With Passengers and Cargo for Wilmington.

FIVE PERSONS DROWNED.

Survivors Rescued by Schooner Alice E. Clark and Landed at Vinyard Haven.

By Telegram to the Morning Star.

VINEYARD HAVEN, MASS., Nov. 4.—A disaster at sea, a tragedy with a small loss of life, five persons in all, was made known to-day by the landing here of twenty-two persons who escaped from the burning steamer Croatan, of the Clyde Line, bound from New York for Wilmington, N. C., and Georgetown, S. C. The disaster occurred on November 1, about eighteen miles north of Cape Charles and about 200 miles from New York, from which port the steamer sailed on October 31, with a general cargo and eight passengers.

At 3 o'clock in the afternoon the vessel was seen by the schooner Alice E. Clark, of Portland, Me., which had been in the vicinity of the Croatan at the time she was burning. The Croatan's list of drowned is as follows: Second Assistant Engineer Jeremiah McCarthy, of Nova Scotia; leaves a widow in New York.

Steward James Curtis, of Jersey City.

Mrs. James Curtis, wife of the steward.

Frank —, an oiler, (last name unknown).

Jennie Willard, (colored), Wilmington, N. C.

The Story of the Disaster

is graphically told by Capt. Hale, and other officers of the unfortunate vessel as follows:

The Croatan was but twenty hours from New York on her way to Wilmington and going at a good rate when she was overtaken by a heavy weather, when at 8 P. M. a fireman came hurriedly on deck and reported that the ship was on fire. A general alarm was immediately given and an effort was made to lower the boats, but the fire spread with such rapidity that all the efforts to reach them were unavailing, because of the fire in the hold, in less than ten minutes after the fire was reported the ship was completely enveloped in flames from stern to stem. Shortly after the fire was discovered an explosion took place in the cargo, which blew off the after hatch and a second explosion followed a few minutes later, and the ship was then a mass of flames. It was at this time that Captain Hale saw the schooner Alice E. Clark on the vessel's main deck, gave orders for all hands to jump overboard and save themselves as best they could. The captain was on the main deck with his officers until they were completely enveloped in flames and the vessel had commenced to sink.

No Panic on Board.

There seemed to be no panic on board and men and women after lashing on life preservers, leaped into the water. Some of the passengers had their caps and coats falling off, and their clothing on fire when they leaped into the sea. The captain and first officer succeeded in securing a yawl boat, which had been damaged in lowering, and by hand work rescued eight persons from the wreck.

The Rescue.

The burning ship was sighted by the four-masted schooner Alice Clark, Capt. Clark, from Norfolk for Portland, which lay beached six miles off, and her captain and crew to the rescue. They succeeded in saving twelve persons from a watery grave, many of whom had been an hour or more in the water and had become nearly exhausted. They were taken on board the Alice Clark and given every possible attention.

Capt. Clark not only gave the shipwrecked men and women food and clothing, but he also gave them money to take them to their homes. The rescued persons are being cared for here at the Seaman's Bethel and at the homes of citizens, and will proceed to New York in a few days.

No explosives were known to be among the ship's cargo and the origin of the fire is a mystery to her officers and crew.

The Croatan is said to have been valued at \$100,000. She was fully insured. She was a steel twin-screw steamer, built at Bailey, Scotland, in 1881. She registered 1024 tons gross and 827 tons net, was 201 1/2 feet long, 32 1/2 feet beam, and 19 1/2 feet deep. Her name, when built, was "Joanquin Ancona," which was changed to "Alice Clark" previous to the last name borne by her.

SUNDAY SELECTIONS.

— Only holy lives can win the unholy to holiness and heavenliness. — Miller.

— The milk of human kindness never flows in the pail of human conduct.

— When you are walking through the darkness, take a firm hold on the hand of God.

— You shall have the joy of success when you are ready to give God the glory of it. — Matthew Henry.

— Judge not that ye be not judged. For with what judgment ye shall be judged, ye shall be judged; and with what measure ye mete it shall be measured unto you again.

— It is not yourself only you will serve by the formation of hopes and views and habits; you will be a perpetual cordial and tone to all those among whom your lot is cast. — Drexel.

— The mistake we make is to look for a sort of comfort in ourselves; self-contemplation instead of gazing upon God. In other words, we look for comfort precisely where comfort never can be. — E. W. Robertson.

— Solomon was a failure at once grand and sublime. Once the highest, then the lowest; once the wisest, then the most foolish. He went from the loftiest height of kingly greatness to the lowest depths of contemptible vice.

— Luke, a good physician, made a good writer; Peter, a good fisherman; made a good apostle; Matthew, a good politician, made a good apostle; Paul, a good student, made a good missionary. God himself cannot make anything out of a constitutionally no-account man.

TRADE GENERALLY QUIET.

One of the Results of the Approaching Election—Most Prices Display Steadiness—Export Trade Large.

By Telegram to the Morning Star.

New York, Nov. 4.—Bradstreet's to-morrow will say:

Further quieting down of new business in iron and steel, the relative dullness—though at steady prices—of wheat consequent upon the withdrawal of the excited foreign demand and some slight increase of quiet in general trade, chiefly at the South, as the result of the approaching election, are all features calling for special mention this week.

Among the more active features are the price steadiness displayed by most staple articles and the enlarged distribution of staple goods at many Western and Southern markets, as the result of improved weather and removals of quarantine. Confirmatory of the quite favorable reports as to general trade during October are the returns of bank clearings escaped from the bank of the month as compared with the one a year ago.

Export statistics of grain, too, are beginning to show that an ample basis for the stories of heavy foreign buying really existed, the exports this week being the heaviest on record.

New business in iron and steel has been lighter than for weeks past, and some shading of quotations, particularly steel is reported. Export trade, however, is large and increasing, and mills are still well enough supplied with orders to regard this pre-election quiet with something approaching equanimity.

Important negotiations touching future prices of steel are now in progress, quotations are entirely withdrawn and some reports are that important consolidation, or at least control of prices and output has been practically agreed upon.

Uncertainty as to possible foreign political complication, offsetting a heavy gain in movement from production of iron and steel, has put out of floor has continued to equal and even exceed all previous records.

Cotton has made a new low record on heavy crop movements, touching five cents for November delivery at New York, but improved demand for export with the working of the new print cloth restriction, have tended to firmness for the manufacturer of the product.

The interest demand army out of the States this week number 183, against 219 last week, 223 in this week a year ago 260 in 1895 and 340 in 1894.

THE CUBAN ARMY DYING WITH HUNGER.

Situation as Told by Lieut. Col. Carbone—Appeals to the United States Government for Aid.

By Telegram to the Morning Star.

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I am just back from the camp of the Cuban army in the mountains of this province, and let me tell you in some faint way the true state of our poor and suffering army and the consequences that may come to the country if we are not relieved in the shortest possible time.

The Cuban army is dying with hunger. Such terrible words in no way exaggerate the actual conditions. Gen. Garcia took me to see his troops, together and squallid soldiers—made so on account of the want of food and the actual necessities of life—and to think that these men were in such a state of need of obeying their chiefs, who desire first of all to respect the orders of the American government, and the worthy President, Mr. McKinley. At the same time let it be understood that we are hungry, that we have no towns and fields of Cuba all needed in the way of food, but that we are forbidden to touch it by reason of the peace articles which do not get from Havana one-fourth of what they need, and our soldiers are dying at the gates of the city for lack of food.

What shall we do? The time will come when we can no longer hold out, and then what will be the result? I returned disconsolate to Havana and tried to get succor, but the people are already so poor that they can give nothing.

We went to the American commission, which received us very well and offered us much, but up to the present time they have given us nothing. If by misfortune we are driven by the necessities of our army to get by force what we need so as not to die of hunger, will the people of the United States condemn us, or will the nations of the world, less we be able to know what is happening, judge us unworthy the sympathy of the American people? We are very happy to hear your assurances as to our republic. We have never doubted the good faith and generosity of the United States. To it we owe the complete liberty which we have been unable in many years to establish by ourselves.

Secretary Alger said that he would look into the matter, and would telegraph the commission at Havana such instructions as were appropriate to the case.

COMPARATIVE COTTON STATEMENT

For the Week Ending Friday, Nov. 4, 1898.

By Telegram to the Morning Star.

New York, Nov. 4.—The following is the comparative cotton statement for the week ending Nov. 4th:

1898. 1897.

Net receipts all U. S. ports during the week. 446,143 368,344

Total receipts to date. 2,688,107 2,419,588

Total exports to date. 814,598 800,787

Total stock in all U. S. ports. 6,616,601 6,436,103

Stock at all U. S. ports. 1,063,519 776,780

Stock in Liverpool. 504,707 380,984

Stock in Liverpool. 635,000 419,000

American stock for Great Britain. 480,000 298,000

— One Objection: Mr. McNabberly says that he will take a trip around the world, and that he will be in London by the end of the year.

— "No, Willie, dear," said mamma, "no more cake to-night. Don't you know you cannot eat well on full stomach?" "Well," replied Willie, "I can sleep on my back." — Philadelphia Press.

WAR REGARDED AS NEVITABLE.

General Belief in England That an Armed Struggle With France is Near.

Information is Curtailed.

Officials Have Strict Orders Not to Talk.

Movements of Naval Vessels Suppressed—Work Continues Actively and Silently.

By Cable to the Morning Star.

LONDON, November 5.—A majority of the people here are convinced that war between Great Britain and France is inevitable, sooner or later. The general feeling in the country is such as would endorse any warlike action on the part of the government. In any case, work at the arsenals and dockyards actively and silently continues, and information on the subject has been curtailed to an unprecedented point.

All the officials have strict orders not to talk. The British admiralty has suspended its daily announcements of the movements of British ships abroad, and the naval men express the opinion that such far-reaching preparations mean something far more than a naval demonstration.

NO GOG IN OUR NAVY.

Nevertheless Uncle Sam's Seaman Are a Match For Any Nation.

The position of gog in a nation of gog daily to United States man-of-war's men was discontinued many years ago. It was found to be a bad scheme. While most of the men were able to use the rum in moderation, it was found that there were many of the hingedjackets in whom the service of rum of liquor only served to stimulate an appetite for more, and who, after imbibing the ship's gog, would "hit the beach," and upon the beach would get into scrapes and get into bad ship when they returned to duty more or less shaky. When these facts were satisfactorily proved, the serving out of gog to United States man-of-war's men was discontinued.

The fact probably does not prove anything, but the writer, who has seen man-of-war's men of all nations on various occasions, is in quite a few ports of the world, has yet to see a French, Italian or Spanish hingedjacket or a British man-of-war's man in a fair stand up fight, such as heavy weather men of the navy are bound to in other respects in hitting the beach. The reason why the fact probably proves nothing is that the American man-of-war's man, who gets no gog at all aboard his fighting packet, also invariably contrives to chew up his Latin antagonists in a real manner.

The only thing that the average old-time man-of-war's man, who has been in a port on the China station, says, that a fight with a French, Italian or Spanish man-of-war's man, is a fight with three or four of his own people.

The Latin sailors may scratch him up a bit with their finger nails—their methods of fighting may be judged from this fact—but when the cops, otherwise the gendarmes, appear on the scene—to get mixed around with themselves in many cases—they generally have a few laid out from European deep water men to sort out of the dust.—Exchange.

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