

EIGHT PAGES--56 COLUMNS.

SCRANTON, PA., THURSDAY MORNING, JANUARY 31, 1895.

TWO CENTS A COPY.

COLLISION AT SEA
The North German Lloyd Steamer Elbe Goes Down Near Lowestoft.

OVER 350 PERSONS PERISH

Only Three Small Boats at Hand to Accommodate 380 Passengers. Twenty-One Rescued--Fate of Other Boat Load Is in Doubt--Tales of Suffering.

By the United Press.

London, Jan. 30.--The North German Lloyd steamer Elbe, bound from Bremen for New York, was sunk in a collision with the small steamer fifty miles off Lowestoft early this morning. She carried 380 souls. But twenty-one survivors have been saved, but a few others may be still afloat in one of the ship's small boats. At 10 o'clock this evening the number of lives lost was given out at 350. The survivors of the wreck were landed at Lowestoft by the fishing smack Wildflower at 5:40 o'clock this evening.

They are: Stollberg, third officer; Neussel, first engineer; Weser, paymaster; Schultheis, Linkmeyer and Sittling, assistant paymasters; Furst, chief steward; Vloebie, steward; Wanning, singer, and Siebert, sailors; Deenan and Batke, ordinary seamen; Dehards, German pilot; Greenham, English pilot; Hoffmann, Lugen, Schlegel and Vevera, Anna Bunsieger, salon passengers, and Bulten, stateroom passengers. Hoffmann's home is in Nebraska. His wife and boy went down with the ship. All of them were in a pitiable condition.

The passengers were but half clothed. Their few garments were frozen stiff, their hair was coated with ice, and anxiety and effort had exhausted them so completely that they had to be helped ashore. The officers and sailors were fully dressed, but their clothes had been drenched and frozen and they had been almost paralyzed with cold and fatigue. They had been ashore three hours before they had recovered sufficiently to tell the story of the wreck. Their accounts agreed upon the following points:

The Elbe left Bremen on Tuesday afternoon. The few hours of the voyage before the disaster were uneventful. At 4 o'clock this morning the wind was blowing very hard and a tremendous sea was running. The morning was unusually dark. Numerous lights were seen in all directions, showing that many vessels were near by. The captain ordered, therefore, that rockets should be sent up at regular intervals to warn the craft to keep out of the Elbe's course.

A Warning Unheeded. It was near 6 o'clock, and the Elbe was some fifty miles off Lowestoft, coast of Suffolk, when the lookout man sighted a steamer of about 1,500 tons approaching. He gave the word and, as a precaution, the Elbe's engine was doubled and they were sent up at short intervals. The warning was without effect. The steamer came on with unheeded speed and before the Elbe could change her course or reduce her speed notably there was the terrific collision.

The Elbe's engine room was the first to be wrecked. When the small steamer wrenched away an enormous hold was left in the Elbe's side. The water poured through and down into the engine room in a cataract. The room filled almost immediately. The engines were still and the big hull began to settle.

The passengers were in bed. The bitter cold and rough sea had prevented any early rising and none except the officers and crew on duty was on deck when the ship was struck. The shock and crash roused everybody. The staterooms were filled with men, women and children, half-dressed or in their night clothes, came crowding up the companionways. They had heard the sound of rushing waters as the other steamer backed off and had felt the Elbe lurch and settle. They had grasped the fact that it was then life or death with them, and, almost a man, had succumbed to their terror. They clung together in groups, facing the cold storm and cried aloud for help or prayed on their knees for deliverance. The officers and crew were calm.

For a few moments they went among the terror-stricken groups, trying to quiet them and encouraging them to hope that the vessel might be saved. It was soon apparent, however, that the Elbe was settling steadily. The officers were convinced that she was about to founder and gave orders to lower the boats.

In a short time three boats were got alongside, but the seas were breaking over the steamer with great force, and the first boat was swamped before anybody could get into it. The other two boats, lowered at about the same time, were filled quickly with the members of the crew and some passengers, but the number was small, as the boats held only twenty persons each.

List of Passengers. New York, Jan. 29.--Following is a full list of the passengers on the Elbe when the ill-fated vessel sailed yesterday from Bremen:

First class--Fritz Appel, Munich; Hugo Becker, Chemnitz; Director Baumann; Berlin; Mrs. Hermine Sander, Falmouth; Miss Anton Fischer, Washington; John B. Vincke, St. Charles, Mo.; Charles W. New York; Mrs. M. C. Connors, South Dakota; Henry N. Castle, Honolulu; Brandon Castle, Honolulu; Mrs. Klippel, Brandon; Louis Thewett, Wm. Lewis, Schmelt, Durson, Ernest and Heer, New York; Domingo Parer, Gauta. Second class--Mrs. Louise Kuhn, New York; Jake Frank, Buffalo; Eugen Schlager, Fuerth; Emma Schlegel, Fuerth; Mrs. Sophia Rhodes, Washington; Eugene Rhodes, Washington; Carl Hoffmann, Grand Island, Neb.; Mrs. Anna Hoffmann, Grand Island, Neb.; Henry Hoffmann, Grand Island, Neb.; Edvard Moskovic, Eperjes; Esteria Goldner, Eperjes; Mrs. Lockhart, New York; August Sander, Essen; Peter Pomerski, Kasowitz; Miss Clara Weinmarter, Flehingen; Mrs. Andrew Briebach, Amster; Andrew Vattler Krane, Amsterdam; Julius Rosenbaum, Berlin; Adolph Isabau, Cur; Klausenick, Hehlen, Mont.; Carl Nussbaum, Berlin; John Gerlicher, W. Rudolph Nolte, Leipzig; Dr. Dietrich, Leipzig; J. H. Hahn, Leipzig; Jan Vevera, Leipzig; Kvetko Mor, Leipzig; Frank Mikolez, Leipzig.

Rescued by the Wildflower. London, Jan. 30.--The boat carrying the twenty-one persons who were landed at Lowestoft put off in such haste from the sinking steamer that nobody in it noticed what became of the other boat. The survivors believe, however, that she got away safely. They say that they tossed about in the heavy seas for several hours before they sighted the Wildflower. The little smack bore down on them at once and took them aboard. They were exhausted from excitement and exposure. Several of them were in a state of collapse and had to be carried and dragged from one boat to the other. Miss Anna Bunsieger, the only woman in the party, was prostrated as soon as they were clear of the Elbe. She lay in the bottom of the boat for five hours with the seas breaking over her and the water that had been shipped covering her body. Although her physical strength was gone, she showed, at the last, however, and did not utter a word of complaint and repeatedly urged her companions not to mind her but look after themselves.

Hoffmann's leg was hurt severely, while he was changing boats. The survivors cannot say too much in praise of the Wildflower's crew, who gave them every possible attention. Upon landing, the survivors were taken in charge by E. S. Bradbeer, the German consul at Lowestoft, who sent some to the sailor's home and others to the Suffolk hotel. Miss Bunsieger, who took passage only to Southampton, will probably be able to go to London in a day or two.

The North German Lloyd steamer Elbe was built in Glasgow in the shipyard of John Elder & Co. in 1881. She was 46 feet long, 45 feet beam, and 36 feet 5 inches in depth of hold. Her gross tonnage was 4,250; her registered tonnage, 2,810, and her horsepower, 5,600. She was a four-masted screw steamer with six compartments. Her officers and crew numbered 170 persons, and she had accommodations for 390 first class, 130 second class, and 1,900 stateroom passengers.

Carl Hoffmann's Experience. Carl Hoffmann, who came ashore in the Wildflower, said in an interview: "My home is in Grand Island, Nebraska. I had my wife and boy of 7 with me on the Elbe. We left Bremen for New York on Tuesday. I was asleep in our state room when a gunshot woke me. I jumped out of bed and spoke to my wife, who had been aroused as suddenly. I asked her what she thought the trouble was, but she seemed to pay little attention to it. I was not greatly alarmed, although I had a choking sense of feet and hoarseness about the neck."

No More Boats. "Suddenly I heard shrill, despairing cries from the women: 'There are no more boats.' I then saw the men at the davits. I noticed that the ropes were frozen so hard or were so tangled or something of the sort that the sailors had to chop them off with axes. I clung to my boat, but the men were doing their best, however, and worked with might and main. They finally got out the aft quarter boat on the port side. I could see that it was full of people, but the sailors could not lower it.

Meanwhile the steamer was settling perceptibly. I took my boy in my arms and got into the second boat. My wife was close behind me when somebody shouted: 'All women and children go on the other side of the ship.' I believe the captain gave the order. My wife started to run across the deck and that is the last I saw of her. I clung to my boy, but some men seized us and dragged us out of the boat and my place was taken by one of the crew. This boat got clear of the steamer. Another boat was got out. I took my boy into it and supposed that he had remained by my side, but just as the boat was lowered, I found that he had disappeared. He had been torn away in the rush and scramble for place. I tried to get back, but the boat went down with a jump, and the moment we reached the water the sailors pushed off."

Miss Burcker's Story. Miss Burcker's version of the disaster was as follows: "I was in bed when the steamer struck. I was aroused by a great crash, followed by shouts and tramping of feet on deck. It was dark when I reached the top of the stairs leading to the deck. I found that two of the life boats were being lowered and ran to one of them. The steamer was sinking gradually. One side was already low in the water. Some men shoved me into the boat, which was then lowered. We had hardly reached the water before the boat upset and all were thrown out. As that part of the Elbe was partly submerged, most of the others managed to get back on the steamer. I went under and when I came up, I reached the bow of the capsized life boat. I clung to it desperately until another life boat had been launched picked me up. We suffered terribly until the Wildflower rescued us. I lost all my clothes, but I saved my money and watch, which I had in the belt round my waist."

Jan Vevera's Account. Jan Vevera, a cabin passenger, was returning with his niece to America. His niece was lost. He told this story: "I fell asleep in the coffee room at about 2 o'clock. When I awoke and looked at my watch it was 5:30. All was quiet except the whirl of the screw and the heaving of the water. I dozed off again, perhaps for ten minutes. A terrific crash got me up with a jump. I made my way to the cabin, and, seeing the main man, I asked what was the matter. He was calm and collected, and replied, 'Oh, nothing is the matter.' 'I could see without being told, however, that something terrible had happened. I ran below to get my gun. It was too heavy to carry. I was not able to get far, as the woodwork had been shattered and broken timbers and boards were wedged across the corridor. When I found I could get no further I went to my own cabin, got my water-proof coat and put on my rubber boots. I ran back to the upper deck, where it was evident to everybody that the ship was sinking fast. I asked if I should get into a life boat and was told to keep out, as the women and children must go first. I saw that the struggle for the life boats was too long to wait, and I realized that my only chance was to leave. I waited and looked on.

The men round me had grown frantic. They tried to tear off my life preservers, but I shouldered them off. In the meantime other men had begun to climb into the life boats. I realized that I must take my chance, then or not at all. I jumped on the rail as a boat started off and when the boat rose on a wave I jumped in. One of the occupants tried to shove me out, but I hung to him like death, thinking 'If I go, you go, too old man.' I held on a few minutes and let me stay. We saw the Elbe sink, and cruised about half fall of salt water until the Wildflower rescued us."

Collision Unexplained. Third officer Stollberg says that he cannot explain the collision, and that the cause is not to be ascertained, as all the deck watch on duty at the time were drowned. The captain was on the bridge when the collision occurred, and Officer Stollberg heard him shouting in a loud, firm voice that the women and children were to be saved first. Officer Stollberg expressed the warmest gratitude to Skipper Wright and the crew of the Wildflower. The roughness of the sea, he said, made the work of rescue extremely perilous. The fishermen gave the survivors the use of everything they had, and the sea was so rough that the Elbe's crew were unable to find the missing boat. It is believed, however, that the missing boat was rescued, inasmuch as there were several smacks in the vicinity of the collision. Probably some women and children got into the missing boat.

WORK OF BUSY LAWMAKERS

Five Million Appropriation Asked in the Interest of Better Roads.

FOR COMPULSORY EDUCATION

House Unable to Agree on the Farr and Seyfert Measures--Quiet Reigns in the Senate--Opposition to Forestry Bill--Milage Scheme.

Special to the Scranton Tribune.

Harrisburg, Pa., Jan. 30.--The session of the senate was today in marked contrast with that of yesterday. There were no bills of Senator Porter ready on the calendar, and as a consequence the session was remarkably uninteresting, the followers of Senator Quay, who have undertaken to discipline Porter, having no opportunity to further humiliate him. The only incident of the day was the removal of the session of Senator Gobin to the bill creating the office of custodian of state supplies, which is being urged by the state administration. The bill passed finally, notwithstanding Gobin's objections.

The house committee on education is unable to agree on a bill for compulsory education and a long wrangle this evening referred the matter to Representatives Farr and Seyfert, by whom the rival measures were drafted. When the committee met, Seyfert moved that his bill be reported to the house. This was objected to by the advocates of the Farr bill, who offered an amendment that the measure be substituted for that of Seyfert. A lively discussion followed as to the merits of the two bills and was brought to a close by the adoption of a resolution that both be referred to Messrs. Seyfert and Farr, with the request that they draft a measure out of the two bills. The gentlemen will go together tomorrow and endeavor to agree on a bill satisfactory to the committee or a majority of members of the house.

Before the committee adjourned at a late hour it had been decided that the Farr bill should be the one to receive the consideration of the committee and that Mr. Seyfert should submit amendments that he desired incorporated in that bill.

Opposition to the Forestry Bill. Very much to the surprise of most persons, Dr. Rothrock's excellent forestry bill is having hard sledding in the committee on agriculture. Already it has been materially modified. The opposition comes from the highly cultivated farming counties where forest fires are unknown, and nothing less than the magnificent primeval wilderness and scattering patches of woodland that are used as picnic grounds, and maintained for this purpose. The northern and northeastern and mountainous counties, where some trees, a few deer, and an occasional trout are left to remind one of the glory of the past, are the sections working hard against the passage of the bill. To begin with, the average rural proprietor is in such bad repute at present, that people smile at the provision making him fire warden in his district. They say if he doesn't care for the forests any better than he does for the country highways, not a pine or an oak will remain in the state in a few more years. However, if some of the county supervisors live three or four miles away, as would frequently be the case, they doubt, if stranger would have to go to see him, they are likely to delay his work, or take the consequences. On the other hand, it is urged by the advocates of the bill, that without this provision the law would be virtually useless in the counties where forests must make a sacrifice, and, as the objection is to prevent the destruction of timber by fires, and to cultivate forestry, the farmers in strictly wooded regions should not object if the regulations are a little too drastic for them. Chairman Moore, of Bradford, is doing all he can to pull the bill through the agricultural committee.

To Lower Railroad Fare. A bill which reduces the fare of the railroads operating in the state is to be presented to the legislature this week by the Traveling Men's Protective association. The bill requires the railroad companies to issue mileage books, at the rate of 2 cents a mile, good on any road in the state, and may be used by the holder or family until exhausted. The association claims to have a membership of 500,000 in the United States, and strong efforts will be made to secure similar legislation in every state and territory in the country.

The large brewers are organizing to make an energetic fight against the bill introduced in the house by Mr. Cochran, of Armstrong, to tax malt liquors brewed in the state 16 cents a barrel. The small brewers favor the bill, as it will more equally proportion the tax paid by them and the larger brewers. It establishes the license fee of \$1,000 and the tax on the capital stock of brewing companies. The bill is similar to that presented to the last legislature by Representative Dunlap, of Philadelphia. It would then have passed had not the committee on rules refused to provide an order of business for it after it had been read the second time.

RECORD OF A DAY. Proceedings of the Senate and House of Representatives.

Harrisburg, Pa., Jan. 30.--The senate met at 11 o'clock. Senator Thomas presented a petition from the Philadelphia conference of Baptist ministers for the passage of an act to prevent violations of religious liberty in the persons of citizens who, saving consistently observed Saturday as a day of rest and worship, engage on Sunday

SENATOR LEXOW IS ANGRY

He Resents Dr. Parkhurst's Insinuations with Emphasis.

IS TIRED OF FAULT FINDING

Blasphemy Called Forth by the Presentation of the Letter Asking a Postponement of the Police Bills Hearing--Is Through with Reformers.

By the United Press.

Albany, Jan. 29.--Franklin Webb, acting as a special messenger for Dr. Parkhurst and Messrs. Harnesse & Moss, of New York, was in the senate chamber early this morning, bearing with him a letter signed by them and addressed to Senator Lexow, asking a postponement of the hearing on the police commission bills. He was asked why he did not deliver it to the senator at the hotel, and said, "I am to give it to him on the floor of the senate."

Mr. Lexow, while knowing of the presence of the messenger, made no haste to come to the senate, and it was after 11 o'clock when he took his seat. Mr. Webb then handed him the letter, the senator receiving it with a smile. Then he turned to Mr. Webb and said: "If Dr. Parkhurst and these other gentlemen have their unwarranted demands satisfied, they will have to get a new chairman for this committee. I consider that the letter is insulting and impudent. I will do my best to aid in accomplishing what they ask."

Mr. Webb turned away, and as he did so, said: "Less the terms of the letter are complied with, you may have cause to regret it."

At 11:40 o'clock Mr. Lexow rose to a question of privilege. He said he had read in the papers a letter from certain men in New York city and had since received a letter from them. "The letter began: 'As representing the people of this city.' Three men represent that great city, do they?' I thought, and read the names signed to the letter. They are C. H. Parkhurst, Thaddeus D. Kenneson, and Frank Moss. They are the representatives of the whole city, are they?"

Will Not Be Insulted. Mr. Lexow said that the men objected to the hearing being held today. He said he had sent them word as soon as the senate had ordered another hearing. It had been understood for two weeks that the bills were ready to be talked over. Now he was charged with railroading bills through and they protest against the hearing today or any other day at this short notice. "I am through with hearing for these people," he said. "I will listen to any others coming here from that city, but when individuals come here and lecture and complain, find fault with senators and their motives, how feeble their cause must be. I am ready for proper hearings now or at any other time, but I will not be insulted by any one, whether he be an uncrowned king of New York or a simple citizen."

Senator Carter (Dem., N. Y.), attempted to ask whether the senator refused a hearing to these men, but was ruled out of order.

The Lexow committee this afternoon adjourned until next Wednesday, when they will give the desired hearing.

POSTAL VIOLATIONS.

"Blind Pooling" Companies Will Be Prosecuted Against.

By the United Press. New York, Jan. 30.--Three brokerage firms of this city who have been engaged in what is known as "blind pooling" have been investigated by a United States postal inspector, who has reported to the authorities at Washington that the methods of business of these firms is in violation of the postal regulations and it is stated that orders will issue against them tomorrow.

The firms are: Wainman & Co., Richardson & Co., and Thompson, Dorr & Co.

LEXOW COMMITTEE WANTED.

Senator Thomas Receives a Petition from Philadelphia Constituents.

By the United Press. Harrisburg, Pa., Jan. 30.--Senator Thomas received in his mail this morning the petition from the Municipal association of Philadelphia requesting the appointment of a Lexow committee to investigate the departments of that city.

He did not present it, however, today, but will do so tomorrow. He will refer it to the committee a municipal affairs, of which Senator Osburn is chairman.

PROBABLY MET THE ELBE.

Steamer Cratic Returns to Port Badly Damaged.

By the United Press. Rotterdam, Jan. 30.--The steamer Cratic, from Rotterdam for Aberdeen, has returned to Maasuis, her stem having been stove by coming into collision with an unknown vessel at 5 o'clock this morning thirty miles from Hook, Holland. She is not leaking.

It is supposed that the Elbe is the steamer with which the Cratic was in collision.

JUDGE TAYLOR'S CASE.

Indicted by Grand Jury for Assault with Intent to Kill.

By the United Press. Franklin, Pa., Jan. 30.--The grand jury this evening returned a true bill against Judge Charles E. Taylor for assault with intent to kill M. M. Shoemaker, deputy sheriff.

Judge Taylor opened criminal court here, Monday, notwithstanding the serious charges pending against him. The case will hardly be tried at this term of court.

Churches in Elyria. By the United Press. Elyria, O., Jan. 30.--Today was church day at the steel plant, and Congressman Tom L. Johnson and the representatives of leading churches and gave the Methodist, Baptist, Disciple and Lutheran deacons on both sides of the corner of Seneca and Thirteenth streets. They will erect churches on each.

WEATHER REPORT.

For eastern Pennsylvania, fair, south-west to west winds.

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Opening of Embroideries Thursday, Jan. 24th. We will have open our NEW EMBROIDERIES And the largest stock we have ever shown. The character of the line of these goods we carry is so well known that it is Needless for Us to Specify Styles, But Merely Say WE HAVE THE VERY LATEST NOVELTIES AND SPECIAL DESIGNS And the entire stock at The New Tariff Prices.

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