

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; Schultheiss, Linkmeyer and Sittling, assistant paymasters; Furst, chief stoker; Vloebe, steward; Wanning, singer; and Siebert, sailors; Deenan and Batke, ordinary seamen; Dohardt, German pilot; Greenham, English pilot; Hoffmann, Luzen, Schlegel and Vevera, Anna Bunsinger, salon passengers, and Bulthen, stowage 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 speed was doubled and they were sent up at short intervals. The warning was without effect. The steamer came on with unchecked speed and before the Elbe could change her course or reduce her speed notably there was the terrific crash in a single instant. The Elbe was hit abaft her engine room. 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 hulk 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 steamer was in a lurch. The Elbe's 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 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. Vinko, St. Charles, Mo.; Charles Wix, New York; Mrs. M. C. Connors, South Dakota; Henry N. Castle, Honolulu; Brandon Castle, Honolulu; Mrs. Klippel, Brandenburg; Louis Thewett, Wm. Lewis, Schmitt, Dueren, Ernest and Heer, New York; Domingo Parer, Gaute. Second class—Mrs. Louise Kuhn, New York; Jake Frank, Buffalo; Eugen

Schlager, Fuerth; Emma Schlegel, Fourth; Mrs. Sophia Rhodes, Washington; Eugene Rhodes, Washington; Carl Hoffman, Grand Island, Neb.; Mrs. Anna Hoffman, Grand Island, Neb.; Henry Hoffman, Grand Island, Neb.; Edward Moskovic, Eperjes; Esteria Goldner, Eperjes; Mrs. Lockhart, New York; August Sander, Essen; Peter Pomorski, Kasanz; Miss Clara Weinmarter, Flehingen; Mrs. Andrew Briebach, Amster; Andrew Vattier Krane, Amsterdam; Julius Rosenbaum, Berlin; Adolph Isahn, Cur; Klumme, Helena, 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 Bunsinger, 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 much pluck, 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 Bunsinger, 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 shipyards 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 4,210; her registered tonnage 2,810, and her horsepower, 5,000. 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, 120 second class, and 1,900 stowage passengers.

Carl Hoffman's Experience. Carl Hoffman, 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 stateroom 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 heard a clanking of feet and hoarse shouting below.

"I hurried into a few of my clothes, however, and went to the upper deck. I saw only too clearly then what had happened. I rushed below and helped my wife and boy throw on a few clothes and we all went to the deck together. The excitement and confusion cannot be described. Everybody seemed to have lost his head; the scene was distressing beyond anything else I ever saw. Men, women and children were running about madly, the women screaming with terror and every man getting in the other's way. The darkness increased the confusion and fright.

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 frantically to get the boats off the deck. The sailors 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 Bunsinger's Story. Miss Bunsinger'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 that 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 out of my 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 trunk. It took me nearly half an hour to get it 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 life preservers. 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 not dead until I saw a man much chance, so 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 and 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.' The boat was full of men and I felt my grip a few times 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 of the disaster is a matter which can be obtained, 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 aboard the smack and the clothing they had. There is some hope that the missing boat has been rescued, inasmuch as there were several smacks in the vicinity of the collision. Probably some women and children got into the missing boat.

BROOKLYN STRIKE ENDED.

Every Trolley Line in the City in Operation Yesterday—Legal Battles to Follow. Brooklyn, N. Y., Jan. 30.—More troops were withdrawn from the streets of Brooklyn today. All but a few companies of the Second brigade were ordered from their posts to their armories and held there in reserve. Some of the regiments will probably be dismissed tomorrow. The strike itself is over. The places vacated by the 6,000 men who quit work on Jan. 14 have nearly been filled and every trolley line in the city was in operation today.

The strikers today have directed their attention to proceedings before the attorney general at Albany to annul the charter of the Brooklyn Heights company and in addition have moved before one court for a peremptory mandamus against the Atlantic Avenue Railroad company to compel it to operate its line and stations for the benefit of the street car service. Some of the strikers have already taken steps toward violation of state ten hour law. On the other hand there is talk of asking the grand jury to consider what connection, if any, has existed between the conference of the strike committee in Muegg's hall and the systematic wire cutting and destruction of cars, obstruction of tracks and mob violence which have terrorized the City of Churches for the past sixteen days.

SANITARY CONVENTION.

Eighth Gathering Under Auspices of State Board of Health. Harrisburg, Pa., Jan. 30.—The eighth state sanitary convention under the auspices of the state board of health and vital statistics, and of the State Associated Health Authorities, opened its sessions here this morning at 10:30. Governor Hastings, by virtue of his office, president of the State Associated Health Authorities, presided. A general sanitary bill was discussed, one that will apply to townships and villages as well as to cities, and the legislature will be asked to pass such a measure. The bill prohibiting the adulteration of milk was also discussed.

IN HONOR OF CURTIN.

Addresses by Col. McClure and Hon. Galusha A. Grow. By the United Press. Harrisburg, Pa., Jan. 30.—Colonel A. K. McClure's address on the life and public services of the late Andrew Gregg Curtin was heard by a large and distinguished audience in the hall of the house of representatives tonight. Congressman Galusha A. Grow, who was present, was called upon and added a few remarks to the eloquent eulogy of the veteran orator.

Mexican-Guatemalan Dispute.

By the United Press. Washington, Jan. 30.—It is understood that a preliminary agreement has been reached by the Mexican and Guatemalan representatives in Washington for a settlement of the boundary dispute by friendly arbitration. The agreement provides that the two governments to become effective, and no doubt is entertained that President Diaz will give his approval to the plan which has already the adhesion of President Porfirio.

Bernard Conway's Will.

By the United Press. Philadelphia, Jan. 30.—The will of Bernard Conway, who died here last Wednesday, was admitted to probate today. His estate of \$200,000 he bequeathed \$100,000 to Archbishop Ryan, of Philadelphia, or his successor in said office for the purpose of educating and supporting the orphaned and destitute in the archdiocese.

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—Mileage 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 reached 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 calendar 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 this 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 is so common as 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 will be a far superior animal to his predecessor, and there is the hope held out that he will attend to his forestry duties. The main objection to the bill is the requirement that permission be obtained from the fire warden when it is desired to burn brush heaps dangerously near woodlands.

Inspectors of Charities.

The bill establishing a department of charities and correction provides that the chief officer shall be denominated superintendent and be appointed by the governor for a term of three years. He is empowered to employ three inspectors and five clerks, also three deputies, to be known as inspectors of charities, correction and lunacy. Headquarters are to be established in Harrisburg. It shall be the duty of the superintendent to see that the laws of charities, correction and lunacy are enforced for this purpose. He is invested with all the powers now conferred on the board of public charities. He is given full power to visit and inspect the books of all institutions receiving state aid, and to inquire into the grounds of any request for state aid by any institution. Whenever he shall be satisfied that any insane patient in any county or district almshouse cannot there receive proper treatment, he shall make application to the president judge of the proper county to have the patient transferred to a state hospital.

Senate Banking Bill.

The senate banking bill was the special order on second reading. Mr. Parcells, of Millin, offered an amendment to the second section reducing the salary of the commissioner of banking from \$6,000 to \$4,000, the same as at present. He said he offered this amendment to dispel the charge that he had gone through the state that the legislature desires to go into the pockets of the people and profligately spend their money. After some debate the amendment was overwhelmingly defeated.

Mr. Fritz, of Columbia, offered an amendment reducing the number of examiners from ten to six. The amendment was lost.

Mr. Little, of Philadelphia, offered an amendment reducing the salaries of examiners from \$10 to \$8 a day. This amendment failed.

An amendment giving power to the commissioner to "assign" one of the examiners to make an examination of the bank institutions, instead of "appointing" a qualified examiner, was adopted.

Mr. Martin, of Mercer, offered an amendment making it a misdemeanor for the commissioner or any employee to divulge any record or report any way other than prescribed by the bill, and making the punishment two years imprisonment and \$2,000 fine. The amendment was lost.

Mr. Fritz, of Columbia, offered an amendment that the bill take effect in November next. The amendment was lost.

Mr. Niles, of Tioga, amended the title by including in it a repealer of the act of 1891, creating a banking department.

Norristown Investigation. Mr. Cochran, of Armstrong, reported from the committee on vice and immorality a resolution for an investigation of the Norristown insane hospital, amended so as to include the Westernville insane hospital, and giving the committee power to call for persons and papers, a report to be filed not later than March 1895.

The resolution as amended was concurred in and was then messaged to the senate.

The Lytle bill, creating a banking department, was taken from the calendar. The bill enlarging the duties of the forestry commission was discussed at length and many amendments were offered.

IN QUIET LABOR, NOT INTERFERING WITH THE WORSHIP OF THEIR FELLOW CITIZENS.

The following bills were introduced: By Mr. Vaughan—To reimburse William Webber, of Avoca, Luzerne county, for the use of a building by a national guard company.

By Mr. Short—Endowing trustees of state hospitals and asylums with corporate powers; also making counties replaced in state insane hospitals by the courts of such counties.

By Mr. Coyle—Requiring the state to pay the expenses of the care of indigent insane confined in insane hospitals of the state, also requiring companies running palace, buffet, parlor, or sleeping cars to take out a license for the sale of liquors, the fee for each car being fixed at \$10.

By Mr. Kearney—Extending the limitations of actions to a right to mine coal, stone, etc., where the same has not been exercised for twenty-one years, and prescribing means for the application of the statutes of limitation to such estates or rights.

The bill increasing the compensation of the compiler of Small's hand book from \$500 to \$1,200 was opposed by Senator Green, who took occasion to protest against the extravagant legislation which, he asserted, was being enacted by the majority.

Mr. Grady asserted that the compiler has paid out more than his salary for assistance in doing the necessary work. The bill passed, Senator Green's being the only vote in the negative.

Among the bills passed finally was the one increasing the clerical force in the state treasurer's office.

Work in the House. Among the reports received from committees was one from the agricultural committee, approving the bill creating a department of agriculture. A large number of bills of no general interest were reported negatively.

Bills were read in place as follows: By Mr. Marshall, of Allegheny—To establish a department of charities and correction.

By Mr. Sively, of Franklin—Approving \$2,000,000 to improve the public roads of the commonwealth under the charge of the secretary of internal affairs.

By Mr. Harney, of Luzerne—Authorizing electric street railways to carry freight and collect compensation.

By Mr. Cotton, of Allegheny—Authorizing the commonwealth to acquire and hold real estate.

By Mr. Reese, of Luzerne—Amending a semi-monthly pay bill, striking out mining and other manufacturing companies.

By Mr. Culbertson, of Allegheny—Relating to the person upon whom service shall be had in cases against fraternal relief and benevolent associations.

By Mr. O'Malley, of Lackawanna—Relating to the use of oil or other products for illuminating purposes in coal or other mines.

By Mr. Reinold, of Lebanon—Appropriating \$2,000 to the Home for Widows and Single Women at Lebanon.

By Mr. Kearney, of Luzerne—Providing that street railway companies shall not charge or collect fare from passengers who have not seats in cars, and making a reduction of at least three cents to passengers who are compelled to stand.

By Mr. Scaife, of Allegheny—To enable foreign bank store corporations to hold real estate.

By Mr. Lytle, of Huntingdon—Appropriating \$8,525 to the geological survey; to regulate and make more uniform the seasons for killing certain game in Huntingdon county.

Inspection of Charities. The bill establishing a department of charities and correction provides that the chief officer shall be denominated superintendent and be appointed by the governor for a term of three years. He is empowered to employ three inspectors and five clerks, also three deputies, to be known as inspectors of charities, correction and lunacy. Headquarters are to be established in Harrisburg. It shall be the duty of the superintendent to see that the laws of charities, correction and lunacy are enforced for this purpose. He is invested with all the powers now conferred on the board of public charities. He is given full power to visit and inspect the books of all institutions receiving state aid, and to inquire into the grounds of any request for state aid by any institution. Whenever he shall be satisfied that any insane patient in any county or district almshouse cannot there receive proper treatment, he shall make application to the president judge of the proper county to have the patient transferred to a state hospital.

Senate Banking Bill. The senate banking bill was the special order on second reading. Mr. Parcells, of Millin, offered an amendment to the second section reducing the salary of the commissioner of banking from \$6,000 to \$4,000, the same as at present. He said he offered this amendment to dispel the charge that he had gone through the state that the legislature desires to go into the pockets of the people and profligately spend their money. After some debate the amendment was overwhelmingly defeated.

Mr. Fritz, of Columbia, offered an amendment reducing the number of examiners from ten to six. The amendment was lost.

Mr. Little, of Philadelphia, offered an amendment reducing the salaries of examiners from \$10 to \$8 a day. This amendment failed.

An amendment giving power to the commissioner to "assign" one of the examiners to make an examination of the bank institutions, instead of "appointing" a qualified examiner, was adopted.

Mr. Martin, of Mercer, offered an amendment making it a misdemeanor for the commissioner or any employee to divulge any record or report any way other than prescribed by the bill, and making the punishment two years imprisonment and \$2,000 fine. The amendment was lost.

Mr. Fritz, of Columbia, offered an amendment that the bill take effect in November next. The amendment was lost.

Mr. Niles, of Tioga, amended the title by including in it a repealer of the act of 1891, creating a banking department.

Norristown Investigation. Mr. Cochran, of Armstrong, reported from the committee on vice and immorality a resolution for an investigation of the Norristown insane hospital, amended so as to include the Westernville insane hospital, and giving the committee power to call for persons and papers, a report to be filed not later than March 1895.

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. 30.—F. Franklin Webb, acting as a special messenger for Dr. Parkhurst and Messrs. Hannesson & 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 then, do they?" I thought, and read the names signed to the letter. They are C. H. Parkhurst, Thaddeus D. Kennesson, 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 Hector to 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 Proceeded 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 postoffice 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 Crathic Returns to Port Badly Damaged. By the United Press. Rotterdam, Jan. 30.—The steamer Crathic, from Rotterdam for Aberdeen, has returned to Maelsuis, her stern 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 Crathic 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 one by one on the corner of Seneca and Thirteenth streets. They will erect churches on one.

WEATHER REPORT.

For eastern Pennsylvania, fair; southwest to west winds.

FINLEY'S

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.

FINLEY'S