

Semi-Weekly Tribune.

W. L. BARE, EDITOR AND PROPRIETOR.

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NORTH PLATTE, NEBRASKA.

is centrally situated in the triangular figure bounded by lines drawn from Omaha to Cheyenne, thence to Denver, from thence to starting point. It is 291 miles from the first named city, 255 miles from the second, and 239 miles from the third.

LEGISLATIVE LAONICUS. Another bill increasing the number of judges of the supreme court was introduced Tuesday. It is a joint resolution for the submission of an amendment to the constitution providing for five judges, who shall hold their office for a term of five years.

For information regarding THE GREAT IRRIGATION BELT OF LINCOLN COUNTY, address The Lincoln County Immigration Association, North Platte, Nebraska.

ONE of the aesthetic members of the legislature has introduced a bill designating the golden rod as the emblematic flower of Nebraska. It is a flower that is prevalent in all parts of Nebraska during the latter part of the summer season.

THE national debt has increased in times of peace during several democratic administrations, but at no time with such alarming rapidity as during this the second reign of Grover. The way to obviate an increase of the public debt is to knock out the democratic party at each general election.

HERE is a "for instance." Car of relief supplies on the B. & M. track shipped from a point east of Chicago and consigned to Ludden. Freight charges \$233. Question: How far will fifty thousand dollars go toward paying the freight and how much will be left to purchase relief supplies, after the freight and salary of Ludden and his bevy of type-writers have been paid—Kearney Hub.

THE Washington free trade tariff reform announcement that "the present law will yield all the revenues needed by the government" is a delusion and a snare. "A dangerous surplus in the treasury" would today quiet every fear at home and abroad. Money in the treasury, and plenty of it would be an argument that would knock crazy every assailant. Go to work and increase the revenues.

FULLY 1,000,000 acres of the best land in Oklahoma will be opened for settlement the coming spring, the Indian committee of the House having already made a favorable report. It is part of the Choctaw, Chickasaw, and Wichita reservations. There will, however, be no such rush there as upon a former occasion. Nebraska, Utah and Washington are offering far more inducements for the agriculturist than Oklahoma can give. The irrigated land of Nebraska and Utah, with all the surroundings of good schools and good society, fill out the demands of the intelligent farmer and fruit grower.

WHEN the South comes to appreciate the fact that a very considerable portion of the pension money is distributed in that section of the country perhaps it will soften in a measure its opposition to pensions. According to the requisition which Secretary Hoke Smith has sent to the secretary of the Treasury, \$12,575,000 will be distributed on the next quarterly pay day from six cities, to wit, Topeka, \$3,600,000; Philadelphia, \$1,825,000; New York, \$1,650,000; Louisville, \$1,000,000; Knoxville, Tenn., \$1,800,000; Indianapolis, \$2,700,000. It will be observed that the agencies in two Southern cities in this list will pay out more than New York and only \$2500 less than Philadelphia. Louisville averages up well with a round million. The distribution of this \$2,800,000 in two Southern cities ought to take many of the teeth and much of the terror out of the pension roll for the people of the south. Even Hoke Smith himself might view it without developing symptoms of a conniption fit.

REPRESENTATIVE BRADY is the father of a bill taking insurance companies doing business in cities of the second class and villages five dollars each for the support of volunteer fire departments.

THE copartnership formerly maintained between our William Jennings Bryan and the pop party of Nebraska has been dissolved, and anybody who owes the old firm anything will settle with Mr. Bryan, and those who claim that the firm owes them something will apply at pop headquarters. The failure of the pop party to deliver the legislative vote of its representatives to Mr. Bryan for United States senator is what brought about the dissolution. The Omaha World-Herald has thrown up the job of standing responsible as the accredited official organ of popism in Nebraska for any further pop vagaries, and it does not care who knows it.—State Journal.

LEGISLATIVE LAONICUS. Another bill increasing the number of judges of the supreme court was introduced Tuesday. It is a joint resolution for the submission of an amendment to the constitution providing for five judges, who shall hold their office for a term of five years. Davies also introduced a joint resolution looking to an amendment to the constitution, fixing the salaries of the judges of the supreme court at not more than \$5,000 nor less than \$4,000, and those of the judges of the district court at not more than \$3,500 nor less than \$3,000.

THE dispute over legislative employes is still unsettled. There has been a constant pressure to get names on the pay rolls, either wrongfully or to have them appear in advance of the time the employment began. The House to-day tried to reduce the number of employes, but did not succeed. The Secretary of the Senate refused to sign the vouchers unless his pay was allowed double, which, it seems has been done heretofore on the theory that he was compelled to work day and night. The lieutenant governor refused to sign any such vouchers, and also expressed a determination not to allow any employes in excess of the number provided for by law to draw pay. The state auditor says he will not honor any vouchers which he thinks improper.

THE house on Tuesday passed Davies' joint resolution for the submission of an amendment to the constitution of the permanent school fund. This amendment provides that the fund may be invested in school district bonds as well as United States and state securities and county bonds. It provides also that the board of educational lands and funds may direct the treasurer to pay with school fund money warrants on other funds in which there is no money, and to hold these warrants as an investment for the school fund. Under the present provisions of the constitution and law the treasurer cannot force holders of warrants on other funds to accept money from the school fund, as the supreme court has held that this would be equivalent to an illegal transfer of the moneys of one fund into another fund. The result is that while the state has half a million of warrants out, and about the same amount of idle money in the school fund, it cannot take up the general fund warrants and save the interest on them.

More bills are being introduced this session, says an exchange, than there is any earthly use for, but now and then a measure is submitted that ought to go through without debate. House roll No. 370 is one of them. It appropriates \$20,000 for the Stratton home for old ladies. In the event that this bill becomes a law a valuable property is turned over to the state conditioned that it shall be a permanent home for the mothers of misfortune who deserve something better than a county almshouse. Ample provisions are made for old soldiers for the deaf and dumb, for the foolish and the unfortunate of every description, but the homeless old ladies are left out in the cold. This is not right.

THE indications now are that the appointment of John W. Wilson as commandant of the soldiers' home at Grand Island will be confirmed by the senate. The committee to whom the appointment was referred has been waiting for the soldiers' home committee to visit that institution and investigate the political charges made against Commandant Scovill so that he might leave the home with no complaints unfurled. It was announced Tuesday evening that the soldiers' home would visit the institution Wednesday, and by rushing through the business before able to return and report before today, the date set by the governor for the change of commandants. If this is done the committee to whom the appointment was referred, will recommend confirmation.

CRATHE THE WRECKER

Arrives at Rotterdam in a Damaged Condition.

DETAILS OF THE DISASTER.

But One Boatload of People Saved From the Elbe.

NEARLY FOUR HUNDRED MISSING.

Wife and Son of Charles Hoffman of Grand Island Among the Missing—Story of a Survivor—List of the Passengers.

LOWESTOFF, Eng., Jan. 31.—The horrible details of the loss of the German Lloyd steamship Elbe and her human freight are being discussed here by crowds of people gathered at different places where the survivors remain, although a regular blizzard is blowing and under ordinary circumstances but few people would have ventured out of doors. The bitterly cold weather prevailing and the lack of news from any point along the coast shows that there is little if any hope of any other survivors of the disaster reaching land. Every body here is asking his neighbor the same question: "How did it occur?" and nobody seems to be able to give a satisfactory answer. A handful of the survivors who were clustered around a hotel fire this morning indulged in the most bitter criticisms of the steamer Crathie, which rescued them and sunk the Elbe. They all claim she should have stood by the Elbe, and if she had done so a great many lives would have been saved. That, of course, is a matter which cannot be decided until all the facts in the case are brought to light by the court of inquiry, which will inquire



THE LUCKY ELBE.

into the matter. The agents of the North German Lloyd company at Southampton have been in constant communication with the German vice consul, who has been on the spot ever since a short time after the disaster became known. It is not yet definitely established that the Crathie was the offending steamer. There are several interesting points in this distressing story which require definite explanation before all the facts in the case will become generally known. For instance, there are people who believe that a second steamer may have foundered. They base their opinion on the fact that the Ramsgate life boat put to sea yesterday evening in answer to signals of distress, supposed to have come from a steamer. But the lifeboat has not returned, and as she got away in a blinding snow storm, it is believed that she is lost and that the steamer she attempted to assist also went down. Then again, the word "Azonia" is branded on the cars of the boat stranded near Yarmouth, so people say it could not be the boat from which the Wildflower rescued the survivors of the Elbe. The name of "Azonia" is not known in shipping circles here.

Statement of the Disaster. The following statement of the disaster was officially given this afternoon to the Associated Press correspondent by the German vice consul, Herr Bruchler, and was corrected by him. The statement was made after sifting all interviews with the survivors and cross questioning the officers and crew and may be classed as the consensus of opinion of the officers:

"The collision occurred 45 miles from Merchelling light ship. Though both the Elbe and the Crathie were going full steam ahead, the collision was very slight. Immediately after the collision the Elbe began to settle down stern first, her bow mounting high into the air and rendering it impossible to reach some of the boats. As everybody crowded upon the deck immediately after the shock and in a state of great alarm, it was impossible for the captain, who was standing on the bridges, that the women and children should be saved first, could be obeyed. A rush was made for the boats that were accessible. The first boat to touch the water was immediately swamped and the passengers who had crowded into it were drowned. The second boat launched was lost sight of in the high sea which was running, but it is feared that she capsized. Into the boat, at the last moment, when the water was up to the promenade deck, the vessel sinking under their feet and two minutes before she disappeared, there crowded 19 men, the women and children having rushed to the other side owing, it is said, to the command that they should get into the boats there. This third boat pulled away from the ship and in so doing shortly afterward passed a lady passenger, Miss Anna Bueckner, who clung to the gunwale or side of the boat. Some time elapsed before she could be pulled into the boat. The 30 survivors drifted about until 11:10 a. m. the heavy seas repeatedly washing over the small craft, which was in constant danger of being swamped, and drenching its occupants, who had not a morsel of food to eat. Miss Bueckner lay in the bottom of the boat, half drowned and in a semi-conscious

condition. The lights of many vessels were seen all around but not one approached, although after daylight a steamer and two fishing vessels passed. Their crews, however, did not notice the signals of the lifeboat. Finally the waving of a shirt from the boat attracted the attention of the crew of the fishing smack Wildflower which rescued the survivors with extreme difficulty. After the collision an unknown steamer passed under the stern of the Elbe and proceeded on her course without paying any heed to the cries of the people on board the sinking steamer."

So far as can be ascertained 374 of the passengers remain missing. Although it is generally believed that the Elbe sank almost immediately after the collision, some of the survivors assert that they did not see her go down, and they express the hope that she may still be afloat.

Story of a Survivor. Mr. Carl Hoffman, one of the cabin passengers of the Elbe, who was rescued from the lifeboat of that vessel, belongs at Grand Island, Neb. He says that had the vessel which collided with the Elbe stood by the latter steamer the majority of the passengers and crew might have been saved, for he says the Elbe remained perfectly steady for many minutes after the collision before the volume of water poured into her and caused her to lurch. Then all became confusion. Mr. Hoffman this morning, speaking of the disaster, says: "Those who were drowned suffered less than we who are saved." Sobbs shook the frame of the strong man as he made the statement. He is a German-American, about 35 years of age, of the type common in the western part of the United States. His face was seamed with tears which had wet his sleepless pillow all night. Continuing, Mr. Hoffman said: "There was no confusion among the passengers. They behaved well, and the only confusion was with the crew, who tried to save themselves."

"It seems strange sir, but to see these here—so few out of the saved, out of the 20 saved 15 are members of the crew. So many more might have been saved. Oh God! My wife! My boy! Both are dead and I can't go to their graves. Here the unfortunate man burst into tears. After a few minutes he continued: "Yes, many of the passengers had life belts, but they were useless. The noise of the collision sounded no louder in my stateroom than the single beat of a big drum. But when we rushed on deck I found the passengers crowding about the boats, and the crew running here and there and cutting the rope in the tackles by which they were lowered. They were to pond on that ship. Painted ropes which should have been diled, then they would have been limp."

"I saw no other vessel and no other light except the Elbe's lights. When I entered the boat they took my boy from me. Oh God! My 7-year-old darling, Sir, had I known it was not the captain who ordered the women and children to the star-board side of the ship they would never have taken them from me. But you see I have been a military man, and obeyed orders."

"Where did you serve?" Mr. Hoffman was asked. "I was in the Fifteenth Prussian Uhlans for three years."

"Were you married in Germany?" "No; in America. My wife was only 27 years of age. Oh, God! She was a good woman, sir. She was born in Nebraska of German parentage. Her mother is now at Grand Island."

"It was all so sudden. When the boat got away with a great deal of trouble, the Elbe being right on top of us at first, we had hardly got a hundred yards from the ship when I saw a woman floating in the water. I tried to throw something to her, but somebody shouted, 'No, save ourselves!'"

"I could not do that, sir. Finally they got the boat up to her and with the help of another man I drew her into the boat, which was an ordinary ship's boat, about 15 feet long. I afterward found out that her name was Anna Bueckner. Poor girl! She was almost dead with fright and cold. We put her in the bottom of the boat and did all we could to help her. We were all wet and water which was pouring in at our collars and descending into our boots."

"We first tried to row, but we found we made no headway and therefore rigged up a short mast and with a small sail tried to keep the bow of the boat to the wind and seas. After a while we saw a smack and did all we could to signal to her, although we failed to do so. Mr. Hoffman was able to resume his story and then he said: "We made a new flag with our handkerchiefs and an undershirt which somebody pulled off. I held them up against the mast and we eventually sighted the Wildflower. But a full long terrible hour elapsed before we were taken aboard. She had her nets out and it was difficult to approach her on account of the heavy seas. After five of the persons in our boat had been transferred to the smack, the lifeboat seemed to slide back into the water and it appeared as if the others must be lost. But a rope was thrown to us from the smack's stern and gradually we were hauled up and all of us were transferred to the Wildflower. When I reached her deck I fell down exhausted and offered up a prayer to God for my dead darlings and thanked Him for having saved me."

Mr. Hoffman concluded by asking if anything had been heard from the other boat, his eyes casting as pitying, appearing a glance at the reporter as over the latter's head and then the poor man sank back upon his pillow exclaiming: "Oh, for some telegrams."

But she is dead. And so is my darling boy and I can't go to their graves." List of survivors: Following is a list of the survivors: CARL HOFFMAN, EUGENE SCHLEGEL, JOHN VEVERA, ANNA BUECKNER, JOHN BOTHE, A. NEUSSELL, chief engineer, STOLLBERG, third officer, WESTER, purser, HERR DEFARE, a Bremerhaven pilot, ROBERT GREENHAM, an English pilot, and ten of the crew.

Missing Passengers. The following is a list of first and second class passengers who are supposed to have been drowned: FRITZ APPEL of Munich, HUGO BECKER, Chemnitz, A. BAUMANN, Berlin, LOUISE BONNEFEL, London, FRAU ANDREW BRIBACH, Amsterdam, FRAU M. C. CONYORS, South Dakota, HENRY N. CASTLE, Honolulu, DOBATHY CASTLE, Honolulu, DR. J. C. DETTRICH, America, DOMINGO FURBER, Guatemala, FRAULIN FRANK AND JACOB FRANK, America, ANTON FISCHER, Washington, D. C., J. F. GERLIGER, Winona, Minn., THEODORE GRIESEHNER, New York, FREDERICK HENRY, New York, ANNA HOFFMAN AND HENRY HOFFMAN, Grand Island, Neb., Mrs. HERMINE SANDERS, Falmouth, Mass.

JOHN B. VINCE, St. Charles, Mo. CHARLES WIX, New York. MRS. KLIPPEL, Bradenburg. LOUIS THEWITT, Vienna. WALTER SCHNELL, Duero, EMMETT HENRY, New York, MRS. LUIS KEENE, New York, Mrs. SOPHIE RHODES, Washington, EUGENE RHODES, Washington, ADOLPH ISLAU, New York, GARNETT MANSBURY, Louisiana, KURT KLEINSCHMIDT, Helena, Mont., Mrs. LOCKHART, New York.

Elbe's Straggles List. Susan Balin and children, Fannie Drucker, Maria Skoos, James Luckas, Ella Trantes, Hanns Wasslein, Otto Faust, Louise Liedel and children, Max Lill, A. Wirtzelhofer and wife, Anna Wirtzelhofer, Paul Kaempffer, Maria Blesko and children, Charles Kugler, Wilhelm Wauka; Emil Jence, John Comy and children, Hadley A. Laker and wife, Elias E. Nichelsohn, Dietrich Spockels, Kiri Adels, Friedrich Barick, Antoni Wanst, J. M. Drunson, Ida Drunson, Henry Hurke, Gottlieb Bokelman, Rudolf Graf, Fried Augustus Reichspfar, Fried Buchheister, Louise Buchheister, Franzis Moeller, Bertha Klockzin, Franz Baunhauser and family, Victoria Habesotter, Hans Rothmayer, Adolf Groh, Helene Brarriek, Heinrich Bade, Friedrich Sapper, Gabriel Herz, Anton Zeller, Henry Fruehert, Vaseley Holpeck, Josef Rumpplik, Anton Nossek, Franc Kral, Barbara Svojsce, Franc Corvenk, Vojtech Straka, Antonia Vevera, Bertha Koepke, Hainrick Hoedcker, Maria Wanat, Maik Trubas, George Hanne, Apolenia Bojar ska and children, Josef Menoa, Henri Peters, Henry Stami, Messes Leisten, Marcus Gutwirth, Julius Starck, John Conrad Weiderholt, August Zink, Henry A. Mitechsky, Cecil Hermann, Marianna Frank, Christine Larenzen, Anna Gura, Helene Gura, Raphael Mendel, Anna Zelzeiu, Carl Roth, Jane Gura, Jan Sabara, Josef Hudak, Marie Morasenek, Maria Rogus and children, Marie Sliva, Carolina Delavo, Paul Janowski, Stefan Lesiak, Michael Krbat, Apolenia Bigla, Stanisil Kilbasa, Ludwiska Gurenska, Mariana Strichasse, Miterko Laszlo, Janos Zoos, Andras Sisko, Amelia Dodork, Janos Fraujo, Jan Szuchy, Pal Szuchy, Jan Chastilli, Maytas Kansasz, Gyworsi Anotonyi, Jans Flanowski, Janos Benya, Misaly Turcsani, Gyorgy Eszinas, Jans Eszinas, Gyorgy Vlosak Solas, George Koyras, Michael Barth, Augs Preckup, Jan Kasza, Gustav Bemke, Meri Babos and children, Mihalo Giodas, Jan Kowal, Martin Espierrez, Jan Ghaszdonik, Julia Thau, Emil Kegel, Jacob Dahm, Phil Mischler.

Crathie Struck the Elbe. ROTTERDAM, Jan. 31.—Interviews which were had this afternoon with Captain Gordon of the steamer Crathie, and with the second officer of that vessel, now here on her way home, show that she was the steamship which ran into and sank the Elbe. Captain Gordon said that the Crathie, at 5:30 a. m. yesterday, was about 35 miles from Waterways. The wind was north by west, a half west. It was very dark and the sea and wind was strong. Continuing, he said: "I stood at the bottom of the cabin staircase and was going on deck when there was a heavy shock, a crack and the water began to pour into the deck. I ran on deck and saw a large, strange ship across the bows of the Crathie."

"After the collision we returned to the spot where it occurred or near as we could make out, but we were unable to see a sign of the steamer which we thought had preceded on her voyage. We followed after her for some time but lost all sight of her. We waited for two hours and then proceeded to Mans Luis. We reached there yesterday and came here today for repairs which will take five weeks."

Deal Involving \$30,000,000. NEW YORK, Jan. 31.—All of the Brooklyn warehouse interests, with a single exception are now grouped into one. The transaction involves a capital of \$30,000,000. The properties owned by the corporations were conveyed directly to the new company, which was incorporated under the title of the Brooklyn Storage and Warehouse company.

Three Burned to Death. PHILADELPHIA, Jan. 31.—Mrs. Christopher Zindlmer and her 1-year-old twin daughters, Margaret and Christiana, were burned to death early this morning in their home 2629 Kansas street. A cat, an oil lamp and a fire alarm box that would not work are responsible for the terrible calamity.

Gift From the Czar. MOSCOW, Jan. 31.—The czar has assigned 50,000 rubles (\$7,500) to be allotted yearly as pensions for scholars and authors.

HOMESEEKERS' EXCURSION. On February 12, 1895, the Union Pacific will sell tickets from Nebraska and Kansas points to all points in Kansas, Nebraska, Wyoming, Colorado, Utah and Idaho, at rate of one fare for the round trip, plus \$2.00. Tickets good 20 days. Stop-overs allowed. See your nearest Union Pacific agent. E. DICKINSON, E. L. LOMAX, Gen'l Manager, G. P. & Tkt. Agt.

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Highest of all in Leavening Power.—Latest U. S. Gov't Report. Royal Baking Powder ABSOLUTELY PURE