

DEATH

The Grim Specter Sweeping in His Ghastly Work Over Land and Sea.

LOSS OF THE STEAMER CIMBRIA.

The Ship Goes Down With Nearly Four Hundred Souls on Board.

FEW DETAILS OF THE CALAMITY.

A Full List of Those Saved and a Long Catalogue of the Lost.

MOST OF THE LATTER EMIGRANTS.

Further Particulars of the Frightful Leap of the Southern Pacific Train.

TWENTY ONE PASSENGERS BURNED

Eleven of the Number Charred Beyond Possible Recognition.

EXPLOSION OF GIANT POWDER.

Forty or Fifty Chinamen Blown to Atoms Near San Francisco.

OTHER SEVERE CASUALTIES.

Fires at Faribault, Minn., Nashville, Ill., Fond du Lac, Wis., and Elsewhere.

LONDON, Jan. 21, 4:30 p. m.—Details of the Cimbria disaster show that the loss of life must have been fearful. A dispatch from Hamburg sent by the Hamburg-American steamship company says so far fifty-six persons from the Cimbria have been landed. A number of them are at Meser light house. The names of these are not yet ascertained.

The Cimbria left Hamburg Thursday with 380 passengers and a crew numbering 110. She ran aground before leaving the Elbe, but got off with flood tide with the assistance of the Hansa without damage, and she put to sea at 2:30 in the afternoon. Friday morning she

CAME INTO COLLISION

during a thick fog off Borkum, with the steamer Sultan. The Cimbria sank in a short time. When a boat with thirty-nine passengers arrived, the company sent out the steamer Hansa, and four of the largest available steamers at Cuxhaven, to search for the other boats of the Cimbria. The West India steamer Bavaria also left during the night, with a similar object. The steamer Sultan, which suffered heavily in the collision, has arrived in the Elbe.

THE SAVED.

A dispatch from Hamburg gives the following named passengers as among the saved: W. Torremann, P. Confolier, B. Loris, Gessow W. Allendorf, G. Hamel, W. Danelwig, R. Hanowitz, Fel Schoul, R. Penfenkogen and wife, L. Reicher, L. Schult, —, Burgeuss, Colin Chrisis. The above names are sent as received from Hamburg. Several of them are not clear.

The following named members of the crew are saved: Second officer Sparr, third officer Heyden, fourth officer Voss, second engineer Kopmann, assistant engineers Saverby and Oberhoide, first steward Harchet, quartermasters Klath, Walfken and Santheizer, Engel, rank not stated, Frank, between deck stewards Thurston and Anderson, seamen Viorse, Alexander, Johansen, Myrin, Menchow, Jentzen and a boy named Reen.

HAMBURG, Jan. 21.—The Cimbria sustained such severe injuries in the collision it at once became apparent she must sink almost immediately. The officers, therefore, did all in their power to save lives without a moment's time being lost. Life belts were distributed among the passengers, and an order given to lower the boats. This, however, in consequence of the vessel sheering over on her side, was found to be very difficult on one side, and absolutely impossible on the other. As the second officer was still engaged in cutting the spars loose, so that there should be as much drift-wood as possible for the people to cling to, when the inevitable foundering should occur, the vessel

WENT DOWN UNDER FULL SAIL.

He seized a spar, but, as several other persons clung to it, was obliged to let go, and he swam to a boat. This boat was subsequently picked up by the Thetta. The second officer steered the Thetta to Cuxhaven. Seventeen other persons have been saved by the steamer Diamond from Meser light-house, making fifty-six thus far known to be rescued.

A SUBTIVOR

makes the following statement: The weather was clear up to 1:15 o'clock, but a fog then set in which continued and increased in density. The engines of the Cimbria were kept at full speed until 1:30, then at half speed until 2, after which they were kept at slow speed. About 2:10 o'clock the whistle of another steamer was heard, and the engines of the Cimbria were stopped instantly. The Sultan's green light was, owing to the fog, not observed until she was only 150 feet off from the Cimbria. The latter was struck abait the first bulkhead on

the port side, and she reeled over to the starboard and speedily sank. The Thetta picked up one of the Cimbria's boats at 2 o'clock on Saturday afternoon, and arrived at Cuxhaven about 6.

A reporter boarded the Sultan, but both the captain and crew absolutely REFUSED TO GIVE HIM ANY INFORMATION.

The captain has made a statement before the British consul, but this is inaccessible. The Sultan has a large hole in her bow, seven feet above the water-line. The following named passengers are saved: Alfred Veight, William Eumnerman, Peter Comploes, Buenaventura Lorenz, Albert Altendorf and sister, Joseph Curtiss, Gustav Hamel, Martin Nameintchek, a girl named Jannowitz, Hald Semid, R. Pfierenkoff and wife, Leon Reiche, Robert Schutt and Collin Bourges.

THE MISSING.

The Hamburg-American company gives the following list of the missing, prefacing the list with the remarks that some of these will probably still be found:

Matiz Stranus, Leo Haberman, Arthur Bathe, Paul Wegert, Rudolph Poll, Edward Grunip, Alfred Hochhensler, John Lieckitz, Franz Philippson, Leopold Heya, Johanne Schulerber, George Demmer, Angusta Rommer, Oehnske Rommer, Aary Rommer, Oscar Rommer, Otho Scharrer, August Brisse, Wilhelm Helme, Brisse, Emiliola Lellmann, Carl Stropheuse, Herman Hertz, Mary Wordmann, Christine Wordmann, Johann Giske, Pauline Schmet, Albert Schmet, Mathie Schmet, Barthelomeus Maxhansky, Mary Maxhansky, Michael Maxhansky, Emil Hass, Carl Brier, Anna Kasse, Jos. Kasse, Michael Kasse, Stefan Kasse, Hanna Kasse, August Klensler, Carl Strunk, Catherine Petrovsky, Petrovsky, Petrovsky, Johanna Steinberg, Emma Steinberg, Anna Steinberg, Angusta Steinberg, Alma Bring, Eucharis Wroor, Caroline Stenden, Hermann Zingelmann, Fritz Luedemann, Mathilde Weisner, Carl Meiner, Louise Kunnann, Clara Hamann, Mary Bieser, Johanna Kunnann, Ernst Horn, Wilhelmina Morra, Johanna Rumbth, Carl Rumbth, Anna Rumbth, Helena Rumbth, Marie, Marianne Schindhate, Louise Christofferson, Hans Christofferson, Jacob Thoma, Frowd Schuster, Rosalia Gushak, Jacob Gushak, Agnew Gushak, August Melzer, Mano Sowon-dousk, C. Coamer, Christian Jimmerman, Mata Meyer, Joseph Molzian, Gustav Molzian, Mena Molzian, Frederica Molzian, Bertha Molzian, Maria Molzian, Henrietta Schartzko, Peter Schartzko, Jos. Hanby, Cleivi Chanowitz, Anna Rebka, Maria Rebka, Marie Omatrey, Christian Barter, Hermann Adamet, Heinrich Jahnke, August Schaback, Joseph Schaback, Clara Schaback, Anna Schaback, Agnes Robsen, Anna Robsen, Bernard Bernant, Marcus Gross, Carl Kissechann, Josefa Krabi, Josefa Medisca, Josef Huries, Josef Pance, Maria Pance, Franz Pance, Josefa Pance, Marie Pance, Josef Schmitt, Carl Schmitt, Schmitt, Maria Zoyman, Daria Klunehsch, Adolf Schmidt, Louis Schmidt, Reinhold Heuckert, Wilhelm Kraut, Carl Schenkele, Alexander Schrad, Hans Schrad, John Hueckfeldt, Hermann Weiler, Hans Weiler, August Sartow, Martin Selgden, Andreas Levinisky, Michael Schaeletski, Carl Lehman, Michael Sallinsky, Maria Mazereczek, Julia Mazereczek, Johann Kleinowiski, Michalne Kleowiski, Fasia Kleowiski, George Diesel, Ludwig Baigel, August Wortke, Porgzjak Josef Rosenthal, Christine Frieberg, George Seimmann, John Zelig, Meiss Jossel, Led Liebe, Simeonann, Feige, Bartelstein Reisel, Assel Wolf, Serrn Barckstein, Mark, Andrew, Joseph, Albert, Geronke, Feige Bastermak, Peter Daniel, Andrys Louris, Constantine Delvi, Andrys Kinetory, Anna Janos Kinetory, Josef Lipos, Maria Lipik, Anna Opik, Johann Lemanki, Joseph Reyer, Andreas Reyer, August Wortke, Sophia Walencik, Janet Elemask, Abram Jentzick, Augustus Krusse, Abel Selmour, Johann Pongratz, Albert Pongratz, Johann Pongratz, Martha Pongratz, Bertha Pongratz, Maria Pongratz, Clara Pongratz, Ida Mithal, Ludwig Schumacher, Ernest Fielcke, Anna Rosow, Moritz Riecher, Michael Jahnke, Rosalia Jahnke, Friederich Leoone, Wilhelm Beck, Gustav Dultz, Wilhelm Duffler, Max Duffler, August Wortke, Adolph Burke, August Oth, Herman Schrieber, August Buss, Ernst Kamadski, Johannes Mueller, Robert Schwertger, Gustav Gostsky, August Vogt, Paul Bartsch, Catharina Hoehli, George Diesel, Ludwig Baigel, August Wortke, Lydia Schwinghammer, G. Mickel, Barbara Heid Salomea Heid, Oswald Nannan, Julia Wallf, Gustav Martin, Johannes Schaeffer, Julius Kahle, Robert Werber, Ernest Maunzer, Peter Rieck, Otto Reuter, Johannes Reuter, Johannes, Elizabeth Puckorick, Johann Puckorick, Maria Janowitz, Carl Kruger, Aug. Windland, Friederich Lemcke, Clara Brann, Wilhelm Lehmann, Friederich Zeltze, Anne Rultz, George Rultz, Ernest Rultz, Richard Rultz, Heino Weege, Bertha Weege, Alfred Weege, Mathilde Rotmann, Stanislasna Pienroscha Jusius Bergholz, August Sommerfeldt, Adolph Lindt, Johann Stronck, August Stronck, Chazy Huhine, Fedor Lukack, Petro Karzia, Gwira Bazmann, Lukos Bayasko, Jacob Penack, Janos Walko, Janos Lanko, Joseph Waitko Janos Miro, Mitral Korky, Janos Michalko, Pet. Katal, Alexander Newirth, Anna Zemanik, Jura Smeroka, Josef Kozian, Michael Toit, Janos Leptak, Jano Saika, Ninos Todt, Fanoz Nemet, Franz Sonnetfeld, Franz Goss, Franz Prinska, Johanna Szarack, Adal Benckel, Gustav Benckel, Hermann Benckel, Heinrich Bauer, George Wellfager, Andreas Heischmann, Johann Hansler, Johann Reider, Carl Durwager, Alois Apotsch, Wilhelm Burth, Carl Burth, Jacob Westzel, Moritz Romz, Janos Anzack, Andreas Mohan, Husey Dyrkzy, Georg Wargar, Krowicki Gajose, Tyrik Dyrz, Janos Kosti, Baswoda Siman, Josef Banianich, Maria Banianich, Wilhelm Krumark, Valentin Siltzer, Maria Manskak, Jozep Baven, Simon Baven, Theodore Baven, Johanna Krenza, Ad. Labermann, Anna Labermann, Minna Labermann, Emma Labermann, Bernhard Alberstein, Jens Peterson, Pauline Toit, J. Pitzer, Gustav Fossig, Albert Toit, Peter Walwiesz, Helen Walwiesz, S. M. Milsowsky, Carl Hagenbach, Edward Scheller, Marie Scheller, Martin Scheller, Christine Scheller, Carl Scheller, Leon Reicher, Franz Zaeherski, Dnyla Zaeherski, Janos Sobek, Dyrik Boelz, Basil Handwarki, James Hesline, Janie, Benin Stopek, Carl Dittman, Franz Boeck, Franz Hugo, Nicolas Katselen, Withelmann Lange, Abram Koppel, Lewin Puzadice, Hermann Lohlemann, Reinold Scholz, Isak Fried, Nakan Fried, Bened Eriek, Red Jackek, Little Cheryenne, Crow Fant, Black Bird, Chippewa Sunshine.

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Kasse, Michael Kasse, Stefan Kasse, Hanna Kasse, August Klensler, Carl Strunk, Catherine Petrovsky, Petrovsky, Petrovsky, Johanna Steinberg, Emma Steinberg, Anna Steinberg, Angusta Steinberg, Alma Bring, Eucharis Wroor, Caroline Stenden, Hermann Zingelmann, Fritz Luedemann, Mathilde Weisner, Carl Meiner, Louise Kunnann, Clara Hamann, Mary Bieser, Johanna Kunnann, Ernst Horn, Wilhelmina Morra, Johanna Rumbth, Carl Rumbth, Anna Rumbth, Helena Rumbth, Marie, Marianne Schindhate, Louise Christofferson, Hans Christofferson, Jacob Thoma, Frowd Schuster, Rosalia Gushak, Jacob Gushak, Agnew Gushak, August Melzer, Mano Sowon-dousk, C. Coamer, Christian Jimmerman, Mata Meyer, Joseph Molzian, Gustav Molzian, Mena Molzian, Frederica Molzian, Bertha Molzian, Maria Molzian, Henrietta Schartzko, Peter Schartzko, Jos. 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THE FIRST CABIN PASSENGERS

are: Turnerman, of Leipzig; Moritz Strass, Darmstadt; Le Hohermann, Vienna; Arthur Bathe, Schoningedeit; Peter Pomplrose, Vienna; Alfred Veight, Hamburg.

Second Cabin Passengers—Paul Wigert, Logezan; Rudolph Poll, Brunswick; Lorenz, Frankfurt; Edward Greeping, Berlin; Alfred Hochhensler, Polesnitz; Alpheodor, London; Emilit Alpheodor, London; Liebnitz, Berlin; Philippson, Berlin; Heyna, Hamburg; Johann Schulerber, Hamburg; George Rommer, Biberach; Katinka Sommer, Biberach; Joseph Curtiss or Cwita, Flint, Mich; Mary Wendt, Hanover; Oscar Edde, New York.

BREMENHAVEN, Jan. 21.—Sixteen between-deck passengers of the Cimbria landed here. Their names are as follows: Samliver, of Paris; Beck, of Pottsdam; Kirskaun, of Nurnberg; Pabursky, of Tiberwald; Fosing, of Barmen; Vizert, of Saginaw; Janske, of Postumowa; Scherabur, of Barmen; Brugg, of Schaldorf; Martha, of Szakal; Danzy, Smoltzky, of Sauns; Lasun Kaitzel, of Oberammeigan;

Nickel, of Ulm; Schmidt, of Altona; Bliskn, of Tobay; Joes Hedebat, of Hizer.

THE NUMBER ON BOARD.

New York, Jan. 21.—Kunhardt & Co., general agents of the Hamburg-American company, received the following cable message from the office of the company at Hamburg: "The Cimbria had 23 passengers, 362 steerage and 92 crew. So far 29 persons have been landed at Cuxhaven and 16 at Meser light house. The names of the latter are not yet ascertained. We are preparing a list of those saved and those missing, which will cable to the associated press. Among the passengers positively saved are Alfred Veit, William Turnerman, Peter Comploes, Aventura Lorenz, Albert Altendorf and sister, Jos. Curtis, Gustav Hamel, Maritz Ffeienkopf and wife."

LONDON, Jan. 21.—The Hamburg-American company have been very prompt to afford information regarding the Cimbria disaster. Besides the thirty-nine survivors at Cuxhaven, and the seventeen at Wezer light house, another vessel landed eleven, but the names of these are not yet ascertained. The number of lives lost is estimated at fully 300 passengers, mostly emigrants from East Prussia. Among them were six American Indians, who have been on exhibition in Berlin some time.

The fate of the remainder of the passengers and crew of the Cimbria is not yet ascertained. The Chippewa Indians would have left by the earlier steamer but for the illness of one of their party, which delayed their embarkation.

NO NEWS.

HAMBURG, Jan. 21, 10:50 Evening.—No reports are yet received from the six steamers sent in search of the missing boats of the Cimbria.

Fire at Faribault.

FARIBAULT, Minn., Jan. 21.—A fire broke out in Mrs. W. H. Dike's millinery establishment at 10:15 o'clock last night and destroyed it and the building adjoining south, occupied by C. P. Pike, merchant tailor, and the building on the north, owned and occupied by Philip Johnson, druggist, who occupied the second story as his residence. The fire seems to have caught from a stove in the front room of Mrs. Dike's. She built a fire in the evening and looked up, with the intention of going to the Catholic fair in Killo's hall, when she met the major, just returned from St. Paul, and together they drove home. When the fire was discovered it was bursting out through the rear end of the building. The fire department was promptly on hand, and saved the restaurant on the south and the Ogden house on the east. Mrs. Dike's building caught fire from the stove pipe last Thursday afternoon, but was promptly extinguished. The total loss will not exceed \$1,500. Johnson's loss on building and stock is about \$8,000; insurance, \$5,500; with Weinmann. Mrs. Dike has \$1,500 insurance in Weston & Jewett's agency, and Pike \$1,000 in the same agency. The building occupied by Pike was owned by P. Lieb and M. Maloney of Shieldsville the one occupied by Mrs. Dike. When the alarm was given the Catholic fair in Killo's hall was in active operation. Standing room was at a premium, and the galleries were nearly full. The front doors were burst open, and the cold air rushed in, conveying the impression that the hall was on fire. A stampede for the door commenced. Men from the gallery jumped down into the surging crowd, and but for the coolness and presence of mind of a few gentlemen near the door and Father O'Gorman, another terrible catastrophe would have been added to the long list of narrow, insufficient stairway tragedies. The night was terribly cold, 34 below zero, and the firemen manfully held their position till the flames were conquered, but many frozzed ears, noses and fingers were counted this morning. The fair will continue Monday on account of the fire. George Dickerson, of the Ogden house, kept open house and table for the fire laddies, and they won't forget him.

Special Telegram to the Globe.

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THE SOUTHERN PACIFIC HORROR.

SAN FRANCISCO, Jan. 21.—A dispatch from Tehachab confirms the death of Mrs. Downey, and says ex-Gov. Downey is badly hurt but will recover. But few passengers left here on the train. A number got on at way stations, but as the list is not made up until Nojove is reached, a full list cannot be made except by personal inquiry.

LOS ANGELES, Jan. 21.—It is now ascertained that at the time the train broke loose and ran down the grade, the air brakes had been taken off and the men who tended the hand brakes were away from their posts, one attending the switching engine, the other relighting his extinguished lamp. The train gathered headway quickly, and was soon dashing down the grade at the rate of a mile a minute. At a sharp curve of the grade the coach and smoker which were ahead broke the coupling, and separated from the rest of the train, making the turn safely. The sleepers, mail, express and baggage cars were dashed against the high bank, then thrown back and rolled down the embankment. The lamps and stoves at once set fire to the wreck, which was instantly in a blaze. Harry Connors, the news agent, sleeping in the baggage car, was awakened by the movement of the cars and aroused James Woodhill, baggage master, just as the cars made the jump. The roof of the cars split open, throwing both men out, severely bruised Connors, while lying on the ground unable to render any assistance, saw the train enveloped in flames and heard the shrieks of the dying victims and saw them vainly endeavoring to struggle from the burning ruins. Porter Ashe and wife occupied alone the drawing room of one of the sleepers. Awakened by the crash, they succeeded in getting out without injury, but of sixteen other occupants of the car, not one is believed to have escaped. Meantime the occupants of the coach which kept on the down grade succeeded in stopping it, saving the lives of some forty occupants of that and the smoking car. They immediately walked back to the scene of the accident, but found only the smoldering remains of the train and a few who had escaped with their lives ly-

ing bruised and bleeding in the darkness, shivering in the piercing cold night air, or rendering assistance to each other. Relief soon arrived from Tehachapi, four miles distant, and as soon as possible medical attendance was sent from Sumner and Bakersfield, and subsequently from Los Angeles. The search for the dead soon showed that twenty-one persons had perished. (Eleven were beyond all recognition—only headless bodies and charred limbs were found. Of the body of Mrs. Downey only the head and bust remained, and was recognized by the jewelry. All the bodies and the fragments were gathered up and confined, the wounded removed to the baggage car, and on the arrival of the relief train from Los Angeles were sent to that city.

Other Casualties.

GIANT POWDER EXPLOSION.

SAN FRANCISCO, Jan. 21.—Shortly after 4 o'clock this afternoon the city was shaken by a heavy explosion; four others followed at intervals of four seconds, and a dense column of smoke rising across the bay is sufficient evidence of another added to the numerous powder works disasters that have occurred in the vicinity. A brief telegram says the giant powder establishment near West Berkeley station, four miles north of Oakland, is blown up and a number of persons killed.

BERKELEY, Cal. Jan. 21.—The mixing house and six packing houses of the Giant Powder works at Point Clement, near West Berkeley, exploded at 4 o'clock this afternoon. The shocks of seven explosions were felt at this time. One white foreman named Conk, and between forty and fifty Chinese are known to have been blown to atoms. Nearly the entire plant was destroyed by fire, which began immediately after the explosion. The superintendent was thrown a long distance, but not hurt. Physicians went down from Berkeley and West Berkeley. The fire is still raging. The large magazine containing over 200 tons is still safe. About eight tons exploded. The loss cannot be estimated. Dwelling houses on the east side of the hill are safe, but all the glass is shattered.

FIRE AT NASHVILLE, ILL.

ST. LOUIS, Jan. 21.—A fire early this morning at Nashville, Ill., about fifty miles from here on the St. Louis & Nashville railroad, destroyed nearly a block of business buildings, involving a direct and incidental loss of about \$100,000. The principal losers are H. Holston, general merchandise, loss \$22,000, insured \$10,000; John Martin, loss \$6,000, insured \$2,800; Judge Goodner, building, loss \$6,000, insured \$3,000; J. C. Brown, loss on building estimated \$9,000, insured \$4,000; Meyer Bros., loss \$5,000, no insurance; Mrs. Margaret Sewell, loss on building \$6,000, no insurance. Over twenty other small losers swell the aggregate to the amount named. The court house also burned, but most of the records and papers were saved.

MACHINE SHOPS BURNED.

LEAVENWORTH, Kas., Jan. 21.—The machine shops of the Great Western Manufacturing company were destroyed by fire this afternoon. Most of the patterns were saved, but the building and machinery are a total loss. The stove works adjoining the machine shops were damaged \$5,000 by water. Loss on machine shops, building and machinery about \$75,000; insurance \$25,000. The origin of the fire is unknown. Four hundred men are out of employment. The works have orders away ahead, and will rebuild at once.

TRAINS IN COLLISION.

PHILADELPHIA, Jan. 21.—Two freight trains were in collision this morning near Pennypack station on the Pennsylvania railroad. A score or more cars were thrown from the track, and the engine of one train was seriously injured.

A PREMATURE BLAST.

HARRISBURG, Pa., Jan. 21.—At the mines of the Harrisburg Copper Mining company in Adams county by a premature blast four men were injured, two of it is thought fatally.

FOUND DEAD.

PROVIDENCE, R. I., Jan. 21.—Early this morning the body of Mrs. Sarah Lake was found dead near the shore of the bay, the result of intemperance and exposure.

DEATH FROM A LUNATIC'S BITE.

Special Telegram to the Globe.

NEW YORK, Jan. 21.—The funeral of Policeman Wm. Heaviside, of the Fourth precinct, took place to-day. Heaviside, who was one of the champion athletes of the department, was bitten on the right hand by a lunatic, whom he arrested three months ago. He paid no attention to the matter, but a month after his hand began swelling, and his condition grew worse until Thursday, when he died in awful agony of blood poisoning. From a medical point of view the case was totally different from hydrophobia. There was no barking, spitting or frothing at the mouth.

SUNK AT SEA.

HAYES, Jan. 21.—The General Transatlantic company steamer Labrador, Capt. Servan, which sailed from New York, Jan. 3, has arrived here. She brings the crew of the French Steamer Picardie, which sunk at sea last week. The Picardie, Capt. Fortier, sailed from New York Dec. 23. She was spoken Jan. 13 and it is believed, having lost her rudder. The Labrador came up with her before the 13th and tried to bring her into port. After towing her a week she was compelled to abandon her, having previously taken off all her passengers, officers and crew. The Picardie soon afterwards sunk.

STEAMER INJURED.