New-York Tribune.

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SHERMAN POINTS THE WAY.

HE TELLS HOW THE TREASURY MAY BE RESCUED FROM ITS PLIGHT.

THE REAL PROBLEM, HE SAYS, IS AT ONCE TO SUPPLY MEANS TO MEET THE ALARMING DEFICIENCY IN THE REVENUES CAUSED BY THE NEW TARIFF LAW—A STINGING REBUKE ADMINISTERED TO THE DEMOCRATIC MAJORITY—MR. HILL'S IRONICAL SUGGESTION.

[BY TELEGRAPH TO THE TRIBUNE.]

Washington, Jan. 30.—The humiliating failure of the Democratic managers in the Senate to originate any plan whatever for the relief of the Treasury's embarrassment led to-day to an extremely outspoken and pointed debate in the "deliberative branch." Senator Sherman taking advantage of the discussion raised to administer to the responsible Democratic majority one of his characteristically blunt and candid personal rebukes. In his vehement and intensely dramatic way, the Ohio Senator heatedly assailed the Democratic leaders for their indifference to the perils which threaten the National credit and their careless and do-nothing attitude in the face of a genuine public crisis. The Finance Committee, he declared, was bound hand and foot by the determination of the Democratic majority to extort from the Administration its sanction of a free silver coinage measure, as the price of any general remedial currency or financial legislation. Unless, Mr. Sherman continued, the more sober and conservative Senators on both sides of the chamber should come together in support of some practical scheme for the relief of the Treasury, and discharge the helpless majority of the Committee on Finance from all responsibility or authority, there was apparently no hope of restoring public confidence and checking the present disastrous strain on the country's credit.

The real problem to meet, Mr. Sherman frankly warned the majority leaders, was to supply at once the alarming deficiency in the revenues caused by the failure of the Wilson-Gorman law—a deficiency which had been supplied by a wasteful drain on the Treasury's gold reserves. If sufficient additional revenue could be obtained to make good the supply of gold taken to pay current obligations during the present fiscal year, or some further bond or certificate loan could be floated to cover this deficiency, the Ohio Senator thought that the distress of the Treasury could be tided over, and a return to normal financial conditions could be assured.

This direct and earnest appeal from the veteran financier of the Senate for some sensible and practical action cleared the air wonderfully. It exposed at once the ill-concealed antipathy of the Democratic side to any remedial legislation which does not open the door to unlimited silver inflation, and at the same time punctured the sophistical contention of the President and Professor Wilson that no deficiency exists and that no additional revenue is needed to re-establish the solvency of the Treasury. Mr. Sherman, as usual, points the way to the only sensible and feasible remedy for the Treasury's distress, and his powerful authority will weigh justly, it is to be hoped, with both the opposition party in Congress and with the Administration in the construction of any further measures for the relief of the public credit.

Mr. Hill also took a rather conspicuous part in to-day's debate in the Senate, and somewhat significantly aimed a pointed criticism at that part of the President's message which intimates that there is a "comfortable surplus" of revenue in the Treasury. According to Mr. Hill's logic there is a startling deficiency in the Treasury balance for the current year, and the New-York Senator sardonically suggested to-day that the Secretary of the Treasury be requested by resolution to show whether an issue of bonds or of currency certificates bearing interest is desired in order to supply existing deficiencies in the Government's income. As both Mr. Cleveland and Mr. Carlisle contend, with ostrich-like fatuity, that there is a surplus of $60,000,000 or $70,000,000 in the Treasury, because some $118,000,000 in gold has been borrowed during the year and spent in great part to meet ordinary obligations, it is hard to see how Mr. Hill's searchingly ironical resolution can be reconciled with his supposed attitude as the especial champion in the Senate of Mr. Cleveland's political and personal policies. The consideration of the Hill resolution was objected to by Mr. Allen, and it went over till to-morrow, as did the debate itself, when the Senate at 2 o'clock closed its doors for the discussion of the Japanese treaty.

(For the debate in the Senate, see Page 11.)

IT LOOKED LIKE A RIOT.

TREMENDOUS EXCITEMENT AMONG DEMOCRATS IN THE HOUSE.

THE TROUBLE WAS ALL ABOUT LIMITING DEBATE ON THE PACIFIC RAILROAD REFUNDING BILL—THE COMPANIES' INDEBTEDNESS TO THE GOVERNMENT AND HOW IT IS PROPOSED TO SECURE IT.

[BY TELEGRAPH TO THE TRIBUNE.]

Washington, Jan. 30.—There was a lively skirmish in the House of Representatives to-day, in the course of which there were strong symptoms of a riot on the Democratic side, and the Speaker pro tem. was obliged to call for the aid of the sergeant-at-arms to restore a semblance of order and decorum. Maguire, Boatner, McMillin and a score of other Democrats were on their feet at once, gesticulating wildly and yelling with all the power of their capacious lungs. The venerable Holman hopped about in a frenzy and seemed to be quite beside himself with rage when Mr. Catchings, of Mississippi, who was trying to address the House, sternly bade him "sit down and keep quiet." A spectator, not knowing the cause of the tremendous excitement, would naturally have supposed that a proposition to curtail the personal liberty or threatening the personal safety of members of the House at the very least had been broached. But it was nothing of the sort.

Mr. Catchings had brought in and submitted a special order for the consideration of a bill to fund the indebtedness of the Pacific Railroad companies to the United States and provide for the extinction of all liens prior to that of the Government on the roads. This is simply and purely a business question. The railroad companies owe the Government about $120,000,000, as security for which it holds a second mortgage on their property and franchises. The indebtedness is in the form of bonds of the companies guaranteed by the United States, and consists of the principal of the bonds, together with many millions of accrued interest. A small amount of the bonds matured within the present month, and these bonds have been and are being paid by the Treasury Department. A still larger amount will mature next year, and in the fiscal years 1897 and 1898 larger amounts still will become due and payable. Besides their indebtedness to the United States, the railroad companies are indebted to the total amount of many millions on account of first mortgage bonds, which are a first lien upon their assets, and this total is far in excess of the present sinking funds or of those which can be accumulated under the present law. Such, in brief, is the situation, and the question therefore is "What steps can or ought Congress to take to secure its rights as a creditor of the companies?" This is by no means a new question, but one that has been before Congress in one form or another for some twenty years. Within that period one law—known as the Thurman act—has been passed to increase the sinking funds. The provisions of this law were found to be inadequate some years ago, and in the XLIXth Congress an elaborate bill was framed and favorably reported from the House Committee on Pacific Railroads, which provided for the issue of funding bonds bearing a low rate of interest and having a long period to run. This bill proposed to apply the same principle and plan for the settlement and extinguishment of the bonded indebtedness of the Pacific railroad companies which had been adopted by Con-

Continued on Eighth Page.

ACCUSED OF STEALING $100,000.

A NEW-YORK BROKER CAUSES THE ARREST IN TORONTO, CANADA, OF A FORMER EMPLOYE.

Toronto, Ont., Jan. 30.—Herman Brenzel, a New-York broker, arrived here Monday, and to-day caused the arrest of Fred Tiedman, a German, sixty years old, who has been living here for six months under the name of Alfred Shutte. Brenzel says Tiedman robbed him of $100,000 while employed by him in the brokerage business. Tiedman was locked up pending extradition proceedings.

No such name as Herman Brenzel and Fred Tiedman appear in the New-York City or Brooklyn Directory.

YALE STUDENTS COMPLAIN OF THE FOOD.

New-Haven, Conn., Jan. 30 (Special).—A petition is being circulated at Yale to require the Governing Board of the Yale dining hall to be composed of faculty and students, instead of being conducted by one or two individuals, as at present. The petition alleges that the food as now served is unwholesome and unpalatable. It has been signed by several hundred students.

A STRIKE AMONG THE ICE HARVESTERS.

Kingston, N. Y., Jan. 30 (Special).—This is ideal weather for the Hudson River ice harvest, and it is now in full progress at every point. The cakes now being housed are from nine to eleven inches thick. The bosses would prefer it a few inches thicker, but have decided not to wait longer. It is estimated that about 150,000 tons a day are now being stored along the river and this amount will be increased to 200,000 tons when all the elevators are in operation.

Five hundred men in the employ of the Glasco Company, at Glasco, threw down their tools this morning and demanded $2 a day instead of $1 75, which they were getting. Their demand being refused, they formed in line and marched down the river to the house of Oakes & Thompson, where they induced 400 others to join them.

ATTEMPT TO ROB A BANK MESSENGER.

Cincinnati, Jan. 30.—A desperate attempt was made by two men shortly after noon to-day to rob John Randall, the First National Bank messenger, of a package containing $4,500. He had just left the United States Sub-Treasury, and when near Vine and Baker sts. one of the men attempted to snatch the package. The other simultaneously threw a handful of red pepper in the eyes of the messenger. The latter held firmly to the money, and fought the men who were trying to wrest it from him. Others in the street ran to Randall's assistance, but both of the thieves escaped.

ANGRY WITH EXAMINER BACKUS.

Binghamton, N. Y., Jan. 30.—Indignation has been created in this city by the publication of dispatches from this city stating that the city is bankrupt and business practically paralyzed. These statements are without foundation, not a single assignment having been caused by the recent bank failures. The Binghamton Trust Company has offered to advance to the city and county all the moneys needed to meet current expenses until the public funds now tied up can be released. The following petition is now being circulated in this city:

Charles H. Preston, Superintendent New-York State Banking Department, Albany, N. Y.:

We, the undersigned citizens and business men residing in the city of Binghamton, respectfully request that you dispense with the services of Bank Examiner Philo H. Backus, believing from his conduct, telegram and public utterances relative to the difficulties and embarrassments connected with the Chenango Valley Savings Bank and the National Broome County Bank that he is unfit to properly administer the duty of Bank Examiner.

PROGRESS OF THE DEBS TRIAL.

Chicago, Jan. 30.—In the Debs trial this afternoon E. M. Mulford, Chicago manager of the Western Union Telegraph Company, resumed the stand and continued the reading of telegrams sent by Debs to his associates in the West and Northwest during the strike. At the conclusion of Mr. Mulford's testimony, W. T. Baker testified to being delayed for eleven days at Livingston, Mont., on account of the strike. A mail car was attached to the train detained. Other witnesses were called by the Government to testify as to the detention of mail trains at various points. C. Dunlap, general superintendent of the Chicago, Rock Island and Pacific, testified regarding the delay of Rock Island trains. Mr. Dunlap was on the stand when court adjourned.

DEATH OF A RHODE ISLAND EDITOR.

Providence, Jan. 30.—Albert Russell Cook, one of the characters of Providence, and the oldest newspaper editor in Rhode Island, was found dead in bed last night. He was about eighty years old and a bachelor. It is thought that he died from suffocation by gas. He was Editor of "The Evening Press" more than thirty-five years ago, and he was at one time the newspaper partner of George W. Danielson, the late Editor of "The Journal." For many years he had lived sparingly upon money he received through the sale of "The Press." He was peculiarly distant, and for two years during his business association with Danielson he did not speak to his partner upon any subject whatever.

ANOTHER COTTON MILL GOING SOUTH.

Hartford, Conn., Jan. 30.—A prominent stockholder of the Greenwoods Manufacturing Company, of New-Hartford, manufacturers of cotton goods, says that the company has practically concluded to abandon its plant in New-Hartford and remove to the South. The company is especially nettled over the action of the town in raising the tax assessments on the plant from $225,000 to $430,000. It claims that with such heavy taxes, high freights on raw materials, etc., it cannot compete with Southern manufacturers and make a reasonable profit. The controlling interest in the Greenwoods Company is owned by J. Spencer Turner, of New-York, who has large interests in Southern manufacturing plants. The capital of the company is $300,000, and its payroll is $175,000. It controls the principal industry in New-Hartford.

"JUDGE" OBTAINS AN INJUNCTION.

Boston, Jan. 30.—Judge Putnam, in the United States Circuit Court, to-day granted a preliminary injunction in the equity suit of the Judge Publishing Company, of New-York, against Winant P. Bush, of this city, restraining the defendant from printing, reprinting or vending periodicals substantially like "Judge." The plaintiff complains that the defendant has infringed upon its trade-mark right and copyright in the publication of "Judge" by the interleaving of that weekly with advertisements of local business concerns, and vending the altered paper to the detriment of the plaintiff.

BURIED TREASURE DISCOVERED.

Jackson, Miss., Jan. 30.—Sixty thousand dollars in gold was found yesterday by Jesse J. Drew at his sawmill near Hollandale, Washington County. The treasure is supposed to have been buried during the Civil War by Captain Barfield.

A FAILURE FOR $200,000.

Jackson, Miss., Jan. 30.—Joseph Baum & Sons, at Meridian, failed to-day. Liabilities, $200,000.

TELEGRAPHIC NOTES.

Indianapolis, Jan. 30.—Word received this afternoon from the scene of the Coatesville wreck says that a $1,000 diamond ring was stolen from the finger of John W. Norton, the St. Louis theatrical manager, while his dead body was lying in the little church near the railroad. Suspicion rests on a young man of the village.

Elyria, Ohio, Jan. 30.—This was church day at the steel plant, and Congressman Tom L. Johnson met the representatives of the leading churches, and gave the Methodist, Baptist, Disciples and Lutheran denominations one lot each on the corners of Seneca and Thirteenth sts., and the Congregationalists a lot at Pearl and Thirteenth sts. Churches will be erected at once.

Chicago, Jan. 30.—Frank L. Chardon, of Leroy, Ill., who has been a divinity student in the Theological Seminary of the Presbyterian Church at Auburn, N. Y., was arrested yesterday for violating the postal statutes of the United States. He is charged with securing clergymen's half-rate orders from railroads and disposing of the same to ticket brokers, using the United States mails in his correspondence. He says that he did not know that he was doing wrong.

Elkhart, Ind., Jan. 30.—For the twelfth annual reception of the C. C. Conn horn manufactory last night 1,200 invitations were issued. The sum of $15,000 was publicly distributed among 200 employes. This is an increase over 1893 of $3,000. Congressman Conn, of this city, proprietor of "The Washington Times," is the owner of the plant, and a few years ago adopted profit-sharing among his operatives.

Bloomington, Ind., Jan. 30.—The winter quarters of Gentry's equine and canine wonders were entirely destroyed by fire yesterday. Eleven trained ponies, thirty-five educated dogs, one monkey and about $2,000 worth of paraphernalia were consumed. The show has been at the Fair Grounds, one mile west of the city, since last fall. The loss is estimated at about $18,000, with no insurance.

AN INNOCENT BOY STABBED.

STRUCK IN THE ABDOMEN WITH A CHISEL BY A MAN WHO SUPPOSED HE HAD THROWN SNOWBALLS—HE MAY DIE.

Frank Volkins, thirteen years old, of No. 55 Delmonico Place, Brooklyn, was probably fatally stabbed last evening by Aaron Schoenfield, a glazier, fifty-six years old, of No. 25 Varet-st. At the time of the stabbing a number of boys were snowballing Schoenfield, who was walking along Flushing-ave. Just then Volkins, with a companion, came running along. As he was about to pass Schoenfield the boy slipped and fell to the sidewalk. Schoenfield, believing that he was one of the number who was throwing the snowballs, took a heavy chisel from his glass box and before the boy could gain his feet leaned over and drove the weapon deep into his abdomen.

The murderous assault was witnessed by a number of people, and the timely appearance of a policeman prevented Schoenfield from being badly handled. The boy was removed to the Eastern District Hospital, where, it was said, his condition is critical.

ARMED MEN GUARDING A CROSSING.

South Norwalk, Conn., Jan. 30.—In order to prevent the Norwalk Tramway Company from again removing the crossing which the Consolidated Railroad Company constructed on its tracks at grade near Wilson Point last Wednesday night, the Consolidated officials have placed an armed guard of twenty-five men there, who are on duty night and day. The men sleep in an improvised log cabin made of railroad ties, take turns cooking the meals and doing picket duty after dark. It is probable this state of things will continue until the disagreement existing between the two companies is adjusted in the courts. A claim by the Consolidated that the crossing had been effected before the grade crossing bill became a law is disputed by the Tramway's attorneys, who say they propose insisting on a hearing in the case at once. All expenses incurred by the Consolidated to maintain the disputed crossing will be paid by the Standard Oil Company, which is the real party in the contest against the Tramway.

SOUTHERN PACIFIC ENGINEERS MAY STRIKE

Oakland, Cal., Jan. 30.—Chief Arthur, of the Brotherhood of Locomotive Engineers, arrived here yesterday. He is having a vote polled on the Southern Pacific, along the entire system, on the question of ordering a general strike if the Southern Pacific Company will not recede from the schedule presented the first of the year. Such a strike cannot be ordered unless two-thirds of the entire membership consents. The result of a general strike of the engineers depends entirely on the attitude of the men who lost their places in the American Railway Union strike last July. T. J. Roberts, of the local union, said to-night that nothing would be done to interfere with the success of the strike by the engineers, as organized labor was now at stake, and if another fight came on, all would unite to make it a successful movement to overthrow the power of corporations. The A. R. U. will furnish no men, he said, and he is of the opinion that Debs and Arthur will unite their forces in California early in the spring and make one of the greatest National strikes ever attempted. The fact that 149 new branches of the order have been organized since last August shows it has strong inward strength.

ABBOTT STOLE NEARLY $100,000.

Dover, N. H., Jan. 30.—The directors of the Dover National Bank had a meeting this noon to receive the statements of the bank's condition from National Examiner Dorr. The report of Mr. Dorr was delayed, and will not be made public. The directors, however, voted to give a statement to the press which is as follows:

The report of Examiner Dorr, as made to the directors, states the total amount of shortage in the Dover National Bank as ascertained to date to be $97,595 59. These figures may be varied a little one way or the other when the full amount of unpaid drafts drawn on the National Bank of the Commonwealth is ascertained and the exact amount due to the Dover Five-Cents Savings Bank is determined.

The directors did nothing beyond receiving the statement of Examiner Dorr, and adjourned to meet again on Friday. It is not known whether the bank will be allowed to resume business or will be wound up. The amount of Cashier Abbott's defalcation is larger than was at first thought.

NEW-JERSEY PEACH TREES UNINJURED.

Lambertville, N. J., Jan. 30.—The report that next season's peach crop in New-Jersey is already destroyed as a result of the severe winter, is denied by such well-known growers as G. Prall Wilson, John Horn, William S. Halcombe, Jacob C. Halcombe and other residents of Hunterdon County, the most extensive peach-growing county in the State. These growers say the indications for a large and excellent crop were never more favorable than now.

BALL OF THE EMERALD ASSOCIATION.

Between 3,000 and 4,000 people attended the fifty-seventh annual ball of the Emerald Association last night, which was held in the Brooklyn Academy of Music. Many well-known Brooklyn people were present. Some of them were Justice John Walsh, Hugh McLaughlin, Thomas J. Kenna, Mr. and Mrs. Reginald Roberts, Judge and Mrs. E. P. Murphy, Judge and Mrs. John Petterson and Assemblyman Frank Gallagher.

SWEARING ALLEGIANCE TO THE CZAR.

At the Russian Consulate General, No. 24 State-st., it was said yesterday that the work of administering the oath of allegiance to the new Czar had been completed, so far as subjects in this city are concerned. It is estimated that there are 35,000 Russians in New-York, and of these 3,000 have taken the oath. The work will be continued in Boston, Philadelphia and Baltimore. The estimated number of Russians in the United States is over 400,000.

GUESTS OF THE ARMY OF THE POTOMAC.

Chicago, Jan. 30.—Veterans of the Western Society of the Army of the Potomac held their sixth annual banquet and reception at the Grand Pacific to-night, the guests of honor being General Alexander S. Webb, of New-York, and General Lucius Fairchild, of Wisconsin. General Webb responded to the toast, "The Army of the Potomac—The magnanimity of its commanders in the hour of supreme victory only excelled by the generosity of its men, who gave their last rations to their vanquished foe."

MORE TINPLATE PLANTS TO START UP.

Pittsburg, Jan. 30.—The lockout of the tinplate workers, which began last October over the question of wages, is practically at an end. To-day the Etna-Standard Iron and Steel Company, of Bridgeport, Ohio, the last idle firm of the Tinplate Manufacturers' Association, signed the compromise scale of the Amalgamated Association and will resume operations in a few days. This leaves but three tinplate companies, members of the Associated Manufacturers, running non-union. All firms not members of the association that are operating are paying the scale rates. The Etna-Standard is one of the largest plants in the United States and is being enlarged by the transformation of the old sheet mill, also very large, into tinplate mills. Three-fourths of the tinplate plants in the country are now running.

COLONEL N. W. OSBORNE DEAD.

Washington, Jan. 30.—The War Department has been informed that Colonel Nathan Ward Osborne, U. S. A., died to-day at St. Augustine, Fla., of Bright's disease. His death will be much regretted in Army circles.

Colonel Osborne was born in Massachusetts on September 5, 1834, and entered the Army from civil life. He rose through the various grades until he became Colonel of the 5th Infantry on August 5, 1888. He served in the Civil War and was breveted Major for gallantry displayed at the siege of Vicksburg.

TROTTING ON AN ICE TRACK.

Saratoga, N. Y., Jan. 30.—The Saratoga Winter Trotting and Racing Association, of which Colonel Walter H. Hanson is president and A. S. Browne is secretary, will hold its second annual meeting on the Woodlawn Oval ice track on February 5, 6 and 7. Purses aggregating $800 are to be offered for 2:40, 2:30, 3:00, 2:35 and 2:25 classes, and a peg race.

COMMISSIONER VAN VLEET RESIGNS.

Ithaca, N. Y., Jan. 30.—D. F. Van Vleet this afternoon mailed to Governor Morton his resignation as State Civil Service Commissioner, the same to take effect at the pleasure of the Governor.

TAYLOR, THE DEFAULTER, IN SOUTH AMERICA.

Pierre, S. D., Jan. 30.—W. W. Taylor, the defaulting State Treasurer of South Dakota, is far away in South America. Just before the defalcation he was heard from at Chicago, where he was in close consultation with a lawyer named Tenny. Then he disappeared and was seen by former South Dakotans at St. Louis and at Memphis.

The next heard of Taylor was at Pensacola, Fla., where he is believed to have taken passage on a steamer for South America.

OVER THREE HUNDRED LOST

THE STEAMSHIP ELBE SUNK.

ONLY TWENTY-TWO PEOPLE SAVED FROM THE ILL-FATED VESSEL.

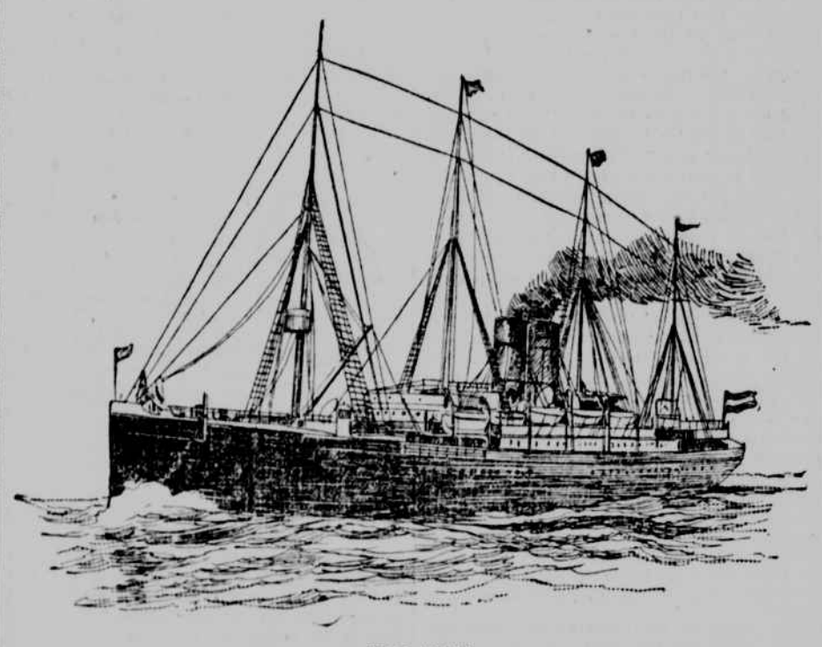
COLLISION WITH AN UNKNOWN STEAMER.

LESS THAN HALF AN HOUR BEFORE THE ELBE WENT DOWN.

FRANTIC STRUGGLES OF THE PASSENGERS.

THERE WAS ONLY TIME ENOUGH TO LOWER THREE BOATS, AND ONE OF THEM WAS SWAMPED—ONE BOATLOAD RESCUED BY A FISHING SMACK—FATE OF THE THIRD UNKNOWN—THE NORTH GERMAN LLOYD STEAMER CARRIED 400 PEOPLE, AND WAS ONLY A FEW HOURS OUT OF BREMEN.

The steamship Elbe, of the North German Lloyd Line, was sunk early yesterday morning in collision with an unknown steamer, and 350 or more people went down with her into the waters of the North Sea. Only twenty-two of her total number of passengers and crew are known to have been saved. These were landed after extreme hardships at Lowestoft by a fishing smack which had rescued them as they tossed about in a frail ship's boat.



THE ELBE.

The Elbe was only a few hours out from Bremen on her way to New-York, when, in the darkness and mist of the early morning, an unknown steamer crashed into her at full speed. Water surged into the great hole that was stove in the Elbe's side, and the panic-stricken passengers, aroused from their beds by the tremendous shock, crowded up the companion-ways to find the great vessel foundering beyond the possibility of hope that she might be saved.

Of the three boats that the ship carried, one was swamped immediately by the waves that dashed over the ship's side. The other boats held twenty people each, and, after a frantic struggle, the crew with a few passengers piled into them. One of these boats was that picked up by the smack Wild Flower. The fate of the other is not known.

As the only information of the disaster comes from the twenty-two half-frozen castaways at Lowestoft, no story can yet be told of the final settling of the Elbe, or the hopeless battle that those 350 or more people fought against death in darkness and terror. The vessel was already partly submerged when the two lifeboats got away, and the vain struggles of crew and passengers must have been quickly ended by the sea's overwhelming power. In darkness and confusion indescribable the Elbe, with her 350 souls, went down.

There is some fear that the loss of life may exceed the reported number. The name of Miss Anna Buecker, one of the survivors, does not appear at all upon the passenger list, and it is known that often passengers are carried from Bremen to Southampton whose names are not booked upon the regular ship's list. The names of such as these, few or many, may yet be added to the number of those who were yesterday morning plunged down to so sudden and frightful a death.

The passenger list of the Elbe was:

FIRST-CLASS PASSENGERS.

APPEL, Fritz, Munich.
BAUMANN, —, director, Berlin.
BECKER, Hugo, Chemnitz.
CASTLE, Dorothy, Honolulu.
CASTLE, Henry N., Honolulu.
CONNERS, Mrs. M. C. Wife of the ex-Mayor of Spearfish, S. D., one of the leading cattle men of the Black Hills. Mr. Conners, of whom no mention is made in the cable dispatches, went to Carlsbad some time ago for the benefit of his health.
FISCHER, Anton, No. 906 Seventh-st., Washington, D. C.; a dyer and scourer.
FURRER, Domingo, Guatemala.
HEEREN, Ernest, Brooklyn; salesman for Victor & Achelis, drygoods importers, No. 66 Leonard-st., this city. At his home, No. 464 Fourteenth-st., Brooklyn, his wife last night said that she had received a telephone message from Victor & Achelis, saying that Mr. Heeren was not aboard the Elbe, having been unexpectedly detained by business.
KLIPPEL, Mrs., Brandenburg.
SANDER, Mrs. Hermine, Falmouth, Mass.
SCHNELL, Walther, Deurne.
THEWELT, Louis, Vienna.
VINKE, John H., St. Charles, Mo. Senior member of the drug firm of J. H. & Francis A. Vinke, at St. Charles. He was returning from a visit to his German birthplace. He was past middle-age, and a widower.
WIX, Charles, New-York, of Charles Wix & Co., colors, No. 53 Dey-st., this city. Home, East Orange, N. J.

SECOND-CLASS PASSENGERS.

BRIEBACH, Mrs Andrew, Amsterdam.
DITTRICH, Dr., Leipsic. Had return ticket.
FRANK, Jacob, Buffalo, N. Y. A member of the firm of L. Newman & Co., well-known ticket brokers, at No. 41 Exchange-st. He was returning home from Bavaria, where he had been visiting his parents. He was thirty years old, unmarried, and well-to-do financially.
GERLICHER, John, Winona, Minn.
GOLDNER, Esteria, Eperjes.
HAHN, J. H., Leipsic.
HOFMANN, Mrs. Anna, Grand Island, Neb., wife of Charles Hofmann.
HOFMANN, Charles, Grand Island, Neb.
HOFMANN, Henry, Grand Island, Neb., son of Charles Hofmann.
ISLAUB, Adolph, New-York. The name does not appear in either the New-York City or Brooklyn directory.
KLEINSCHMIDT, Kurt, Helena, Mont. Had just received his diploma as professor from the Royal School of Mines, of Freiberg, Saxony, having obtained the highest diploma issued by the school in fifteen years. Son of Karl Kleinschmidt, sr., formerly a wealthy resident of Helena, but now living in Seattle.
KRANE, Andrew Vattier, Amsterdam.
KRANE, Mrs. Vattier, Amsterdam.
KUEHN, Mrs. Louise, New-York. No trace of her can be found in the directory of either this city or Brooklyn.
LOCKHART, Mr., New-York.
MASBERG, Ernst, Louisiana.
MIEKOLICZ, Frank, Leipsic.
MOR, Kvetoo, Leipsic.
MOSKOVIE, Edward, Eperjes.
NOLTE, Rudolf, Leipsic.
NUSSBAUM, Carl, Berlin.
POMIEVSKI, Peter, Kasanitz.
RHODES, Eugen, Washington, D. C. Probably a bookkeeper living in Georgetown.
RHODES, Mrs. Sophie, Washington, D. C. The name does not appear in the Washington city directory.
ROSENBAUM, Julius, Berlin.
SANDERS, August, Essen.
SCHLEGEL, Miss Emma, Fuerth.
SCHLEGEL, Eugen, Fuerth.
SCHWEITZER, Simon, Berlin.
VEVERA, John, No. 117 Pleasant-st., Cleveland, Ohio. Is a County Commissioner, and was one of a party of five who recently visited Germany.
WEINGAERTNER, Miss Clara, Flehingers.

In addition to the above, there were 175 or 200 passengers in the steerage.

The names of those saved by the Wild Flower are:

SAVED.

BATKO, —, ordinary seaman.
BOECKER, Anna. Name not on passenger list cabled over.
BOETHEN, —, steerage passenger.
DEHARDE, —, German pilot.
DRESON, —, ordinary seaman.
FUERST, —, chief stoker.
GREENHAM, —, English pilot.
HOFMANN, Charles, Grand Island, Neb., second-class passenger.
LINKMEYER, —, assistant purser.
LUGEN, —, cabin passenger; name not on cabled passenger list.
NEUSSELL, —, first engineer.
SCHLEGEL, Eugen, Fuerth; second-class passenger.
SCHULTHEISS, —, assistant purser.
SEIBERT, —, sailor.
SINGER, —, sailor.
SITTIG, —, assistant purser.
STOLLBERG, —, third officer.
VEVERA, John, Cleveland, Ohio; second-class passenger.
VIOEBE, —, steward.
WENNING, —, sailor.
WESER, —, purser.

The stories told by the survivors indicate the terrible struggle that took place on the ship's decks in the brief time from the shock of the collision to the sinking of the Elbe. Most of those who escaped were members of the crew, and only one woman is known to have been saved. The commander of the vessel, Captain von Goessel, perished with his ship.

STORY OF THE DISASTER.

PANIC REIGNED ON THE DECKS OF THE ELBE.

THE STEAMER WHICH STRUCK HER WAS GOING AT UNCHECKED SPEED IN THE DARKNESS—THRILLING NARRATIVES OF THE SURVIVORS.

London, Jan. 30.—The North German Lloyd steamship Elbe, bound from Bremen for New-York, was sunk in a collision with a small steamer fifty miles off Lowestoft early this morning. She carried 400 people. Only twenty-one survivors have been landed, but a few others may still be afloat in one of the ship's small boats. At 10 o'clock this evening the number of lives lost was given out as 350.

The survivors of the wreck were landed at Lowestoft by the fishing smack Wild Flower at 5:40 o'clock this evening. 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 completely. 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 hard and a tremendous sea was running. The morning was unusually dark. Numerous lights were seen in all directions, showing that many vessels were nearby. 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 CRASH IN THE DARKNESS.

It was near to 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 number of rockets 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 of the collision.

The Elbe was hit abaft her engine-room. When the smaller steamer wrenched away an enormous hole was left in the Elbe's side. The water poured through and down into the engine-room in a cataract. The room filled almost instantly. 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 steerage was in a panic in a moment, and men, women and children, half dressed or in their night clothes, came crowding up the companion-ways. They had heard the sound of rushing water 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 to a man had succumbed to their terror. They clung together in groups, facing the cold and storm, and cried aloud for help or prayed on their knees for deliverance.

THE LIFEBOATS LAUNCHED.

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.

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 Wild Flower. 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.

THE ONLY WOMAN SAVED.

Miss Anna Buecker, the only woman in the party, was prostrated as soon as they got 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 half covering her body. Although her physical strength was gone, she showed true pluck, however, and did not utter a word of complaint, and repeatedly urged her companions not to mind her, but to look after themselves. Hofmann's leg was hurt severely while he was changing boats.

The survivors cannot say too much in praise of the Wild Flower's crew, who gave them every possible attention. Upon landing, the survivors were taken in charge by B. S. Bradbeer, the German Consul at Lowestoft, who sent some to the Sailors' Home and others to the Suffolk Hotel. Miss Buecker, who took passage only to Southampton, will probably be able to go to London in a day or two.

HOW THE SURVIVORS ESCAPED.

Carl Hofmann, who came ashore in the Wild Flower, said in an interview:

My home is in Grand Island, Neb. I had my wife and boy of seven with me on the Elbe. We left Bremen for home on Tuesday. I was asleep in our stateroom when a noise like 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 scuffling feet and hoarse shouts on deck. 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 went on deck together.

The excitement and confusion cannot be described. I never saw anything like it. 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.

DESPAIRING CRIES OF THE WOMEN.

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 that the sailors had to chop them frantically to get the boats clear. 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 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. Before the men at the oars could get full command of her, a big wave almost dashed her against the steamer's big foremast, which had gone by the board at the time of the collision. It was almost miraculous that the boat was not swamped.

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 places. 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 BUECKER'S STORY.

The United Press reporter called at the Sailors' Home at 10:30 o'clock to see Miss Buecker. Her doctor said that she was in such a state of physical and nervous exhaustion when she arrived that he had put her to bed. She had rested and felt much better, and would not suffer any permanent injury from her experience.

Miss Buecker said:

I was in bed when the steamer struck. I was aroused by a great crash, followed by shouts and the trampling 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 lifeboats 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, clutched the bow of the capsized lifeboat. I clung to it desperately until another lifeboat that had been launched picked me up. We suffered terribly until the Wild Flower rescued us. I lost all my clothes, but I saved my money and watch, which I had in the belt round my waist.

THE ELBE SANK IN TWENTY MINUTES.

The steerage passenger Bothen gave this description of his experience:

I was going to France by way of Southampton. At the moment of the collision I was in the forecastle. When the steamers came together the noise was deafening, like the crash of icebergs. Then came a series of tearing and grinding sounds. I hurried back, and found the officers and crew at quarters. Two boats were being lowered, but I saw no others. I am sure that the ropes were not frozen. They were somewhat stiff, but not so as to hinder the lowering of the boats. After I entered the boat which the Wild Flower afterward picked up, I did not see any other small boat. The Elbe went down about twenty minutes after the collision.

Jan Vevera, a cabin passenger, had been visiting his sick brother in Germany, and was returning with his niece to America. His niece was lost. He told this story:

I fell asleep in the coffee-room at about 2:30 o'clock. When I awoke and looked at my watch it was 5:30. All was quiet except the whirl of the screws and the beating of the water. I dozed off again, perhaps for ten minutes. A terrific crash got me up with a jump. I