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THE MEMPHIS DAILY APPEAL.

ESTABLISHED 1840. MEMPHIS, TENN., WEDNESDAY, NOVEMBER 27, 1878. VOL. XXXVII--NUMBER 263

CLOSING RATES

Yesterday of cotton and gold: Liverpool cotton, 5 7-16d. Memphis cotton, 8 3-4c. New Orleans cotton, 9 1-4c. New York cotton, 9 5-16c. New York gold, 100 1-4.

WEATHER INDICATIONS.

WAR DEPT., OFFICE CH. SIG. OFFICER, WASHINGTON, November 27, 1 a.m.

For Tennessee and the Ohio valley cloudy and rainy weather, northeast backing to northwest winds, stationary or lower temperature, falling followed in west portion by rising barometer.

WEATHER OBSERVATIONS.

WAR DEPT., SIGNAL SERVICE U. S. ARMY, TUESDAY, November 26, 1878, 10:08 p.m.

Place of Observation.	Bar.	Ther.	Wind. Dir.	Wind. Force.	Weather.
Galveston	30.10	42	W.	Brisk	Cloudy.
Indianola	30.16	39	S.W.	Fresh.	Clear.
Louisville	29.84	40	N.E.	Fresh.	L't rain
Memphis	30.75	43	N.	Fresh.	Cloudy.
Nashville	30.69	49	E.	Gentle.	Cloudy.
New Orleans	29.95	58	W.	Fresh.	Cloudy.
Shreveport	29.98	34	W.	Gentle.	Hazey
Vicksburg	30.91	44	W.	Brisk.	L't rain

T. H. CHINN.

IN this morning's issue of the APPEAL will be found a full report of the destruction of the Hamburg-American line steamer Pommerania. The scenes and incidents, as described by the officers, cabin and steerage passengers, denote a most fearful and trying picture. Among the statements made is embodied a list of those saved and lost, in which it seems that all of our prominent cities were more or less represented by tourists going abroad. The watchfulness of the officers availed nought in the dense fog prevailing, and their conduct of courage and bravery, as well as of the ship's crew in maintaining order and protecting the ladies, deserves commendable praise.

THE citizens of Memphis, who were absent during the recent plague which desolated our city, are invited to attend a public meeting, to be held at the Greenlaw Operahouse, Thursday, November 28th, at twelve o'clock, to express publicly their sense of gratitude for the heroism of those who remained at home during the pestilence; for the unbounded charity of their fellow-citizens in all sections of the Union, and of their fellowmen in Europe. The clergy of Memphis are requested to dismiss their congregations on Thanksgiving day (Thursday) at half-past eleven o'clock, in time for them to attend the Greenlaw Operahouse meeting.

MEMPHIS.

Her Brilliant Past, and the Prospects of a Still Brighter Future—Friendship of the Surrounding Country—Confidence in our Future Prosperity and Greatness—The Voice of the Press.

Dyersburg *Gazette*: "The past of Memphis has been marked by many bright, beautiful and prosperous days. Her future, we feel assured, will be crowned with still brighter, more beautiful and more prosperous ones. It seems but yesterday when in that city we were greeted on every side with smiling faces and warm hands and kind hearts. Now, alas! when next we go there, we shall feel almost as a stranger—so many of our noble, gallant, warm-hearted friends have fallen. No man in the entire country more deeply sympathized with Memphis in her recent affliction than we did. What a great city is the center of commerce and trade of a number of states—she sat like a queen upon the mighty banks of the Father of Waters and dispensed with a royal hand prosperity and peace and plenty throughout the land. She was the pride and boast of the old Volunteer State. For the big-hearted hospitality of her citizens, for the enterprise of her people, she was incomparable. She exhibited a vim, an energy, a courage and daring that invited contest, defied difficulty and delighted in conquest. She excelled in all things excellent and admirable. Even in her consumption she would eclipse all others with her Mardi-Gras and public festivals, and then would take all her superabundant vitality and distinct competition in the serious business of life. Such was the Memphis of yesterday to her pride and glory. But then, how much we lived and lost how little! But the destroying angel of pestilence came and spread its yellow wing over the fair and beautiful city, and then she was a Niobe all in tears. Death laid his cold and chilly hand upon youth and beauty, upon old age and ripe manhood. Wails of anguish rose from her grief-stricken homes and desolation stalked through the streets, and many of her citizens were driven into exile. Every tear and sigh and groan, in all her distress and woe, found responsive grief, tears and sighs with us. Then we lived so little, yet how much! Her newspaper men, faithful sentinels upon the watch-tower, stood as heroes in the strife, giving brave words of comfort and of wise admonition. Many of them died at their post of duty as did many another unloved Memphis born, to whom duty was dearer than life. But now,

"Oh fame's eternal camping-ground,
Their silent tents are spread;
While glory guards, with solemn round,
The bivouac of the dead."

Now, happily, the scourge has ceased. The destroyer has retired and returned to her home. Memphis still lives, and her old-time life and vim and energy and determination are everywhere manifest, while the brilliancy of her future in every street surpasses belief. She will regain and outstrip her former proud position. West Tennessee and Arkansas, Mississippi, Texas and Louisiana will again send her bales of cotton and trade of all kinds. The Memphis of to-day is invincible. Her business men cannot be conquered, and they will work for Memphis a glorious destiny, and no rival city can rob her of her legitimate trade. May God forever bless and prosper her people is the fervent prayer of our heart, mind and soul."

Forest City (Ark.) *Courier*: "In the hour of her trouble we trembled for Memphis. Many of her brightest and best citizens have fallen victims to the horrible scourge. More of these could have saved their lives by fleeing from her plague-stricken districts, but, through a generous, noble and self-sacrificing spirit they laid down their lives in alleviating the sufferings of others. When the first note of alarm was sounded in other southern towns, some of her noblest and most gifted sons flew to their rescue and relief, and gave up home, friends and life in battling against the progress of the dread monster. Many thought after the tribulation had swept over her Memphis would be no more—yet she lives and is growing greater every day; and, ere long, will have shaken from herself every vestige of the remaining ashes of a fearful epidemic. As a commercial point Memphis stands second to no city in our southern limits. Her facilities as a cotton market are innumerable, and she stands to day, as heretofore, the great central cotton market of the southern States. Long may she wear her crown and good people live and flourish."

Winona (Miss.) *Advance*: "We see from the Memphis papers that the progressive city is full of life and bustle, and a visitor there at this time would never think the dread fever in its fearful ravages had been there. Now would be a splendid time for Memph's merchants to advertise in the *Advance*. Memphis is emphatically our city. A large number of our farmers and others are in the habit of going there, visited the city on the excursions last winter, and many more will doubtless go the same this winter. We understand there will be an excursion to Memphis a few days before Christmas. We are glad to hear of these commercial excursions do much to carry a large trade to Memphis that otherwise would go elsewhere."

The Modern Miracle.

New York *World*: "Nothing ought to startle people more. If people in this unhappy age were not past the delicious possibility of being startled by such things, than the fact that we in New York should be discussing to-day the details of a battle fought the day before in the heart of Asia. Yet this is what we are doing, to-day concerning the encounter in the Khyber Pass. In 1849 Sir Charles Napier was sworn in as commander-in-chief of the East India company's forces on the seventeenth of March, sailed at once with nothing but an umbrella and a tooth-brush, and arrived at Calcutta after a swift voyage on the sixth of May, in 1857 the news of the Sepoy rising at Delhi, on the fifteenth of May, reached and electrified London on the twenty-seventh of June. Now, after the brief interval of twenty-two years, news from a ravine a good week's journey beyond Delhi would be stale on the next day but one to the dwells of a city distant ten days to the westward by steam from London. Nothing has hitherto been calculated to impress us with the tremendous rate at which we are approaching the time when, for good or evil, the world is to become one country, and the old frontiers of nations to be of less practical service as divisions of tribes and races than the fences which divide farm from farm and keep cattle from straying."

Ex-Secretary Lot M. Morrill and the Chicago Grand Jury.

CHICAGO, November 26.—A publication was made here this morning of the statement from Ex-Secretary Lot M. Morrill, denying the report that he was indicted by the Chicago grand jury for complicity in the customhouse fraud. The worthy Secretary is of hard stuff if he can sleep a little, yet how much! Her newspaper men, faithful sentinels upon the watch-tower, stood as heroes in the strife, giving brave words of comfort and of wise admonition. Many of them died at their post of duty as did many another unloved Memphis born, to whom duty was dearer than life. But now,

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FOREIGN NEWS,

In Which the War Movements Made are Shown Up and Political Schemes are Laid to View.

The Petty Bickerings are Fast Ripening, and the Results will soon be Gathered—The Russians Crossing the Danube.

Lahore.

LAHORE, November 26.—General Roberts has reached a point half way between Hazareper and Khurum fort. He met with no resistance. General Bidal entered Pisheen this morning.

Ibrail.

IBRAIL, November 26.—The Roumanians are crossing the Danube into the Dobrudja.

Bukarest.

BUKAREST, November 26.—Eight thousand Russian troops, the advance-guard of the reinforcements for the army in Bulgaria, will arrive at Galatz next week.

London.

LONDON, November 26.—A Dakka special, dated Monday, says: "Leaving Ali Masjid in charge of a British regiment, General Browne pushed on, the head men of the hill tribes coming out on the route to congratulate him and lay their respects to Lundikana, thirteen miles off, where the advance force have fetrenched. Major Cavagnari rode on to Dakka, which he reached at seven o'clock Saturday evening, the kahn of Lalapoor meeting him to offer submission. At dawn, Sunday morning, the British troops resumed their march, arriving at Dakka at noon, and finding that the deserted fort had been plundered by the neighboring tribes. The British advance has now reached the frontier of Afghanistan proper, destroying by its successes the ameer's authority in an independent territory, thirty miles in width, from Jamsood to Dakka. The flying Afghan army, in its effort to escape, have been plundered of everything, the country having risen against it and refusing it shelter. The news is confirmed that Jallalabad has been evacuated, and the garrison is in headlong flight toward Cabul. Mehomed, who shot the kahn, chief of the Lelapoors, and head of the Mahomeds, hitherto the ameer's ally, has placed himself in Major Cavagnari's hands. Several tribes who were preparing for night have remained, and are bringing in supplies. Villagers go about their daily work with the utmost unconcern while our army is passing."

A Pesth dispatch says: "The action of the financial committee of the Austrian delegation, in refusing to discuss the supplementary credit to meet the expenses incurred in the occupation of the Turkish provinces, raises a momentous question—on one side between the crown and parliament, and on the other between the latter and the delegations."

A Copenhagen dispatch says the statement that the German ambassador has left Constantinople temporarily is untrue. The late German minister left here before the arrival of his successor, but no diplomatic mission has been withdrawn. The report that Germany is the Prussian government against the Duke of Cumberland, simultaneously with the declaration of his betrothal to the Princess Thyra, is causing some uneasiness.

A Berlin dispatch states that the Russian embassy to Cabul has gone to Herat. It is also stated that Lord Augustus Loftus, the British ambassador to St. Petersburg, will demand an explanation of the speech made by General Kauffman when presenting a sword to the envoy of Shere Ali at Tashkird.

TENNESSEE BONDHOLDERS

They Hope that the Honor and Faith of Tennessee will be Vindicated.

NEW YORK, November 3, 1878.

AT a meeting of the Committee of holders of bonds of the State of Tennessee, held this day, it was

Resolved, That the Secretary publish in six or more newspapers in Tennessee, the call for a meeting of bondholders of the State of Tennessee, and the proceedings of this large meeting held in pursuance of said call; also, these proceedings as an offer of the numerous holders of a very large amount of Tennessee's debt, represented by the committee, to accept sixty (60) per cent. of the same in set lement, and relinquish forty (40) per cent. of it forever to the people of Tennessee, in accordance with an award which resulted from a conference between a committee sent to New York by the legislature of Tennessee, and a committee of Arbitration, which had been appointed at a meeting of citizens of New York, held in the New York clearinghouse.

Resolved, That the Committee having received assurances from Tennessee that many Tennesseans to whom a compromise on partial payments of their State debt is very obnoxious would prefer to pay it in full, at reduced rate of interest, as being more in harmony with Tennessee usages, decidedly better for the interest of the people of Tennessee themselves in the end, and likely to be far more acceptable to Executors, Trustees, Savings Banks, Insurance Companies and eleemosynary institutions, do therefore respectfully suggest that the creditors of Tennessee be offered in settlement the award of the aforesaid committee of arbitration; or, at their option, bonds similar to those described in that award for the full debt, but bearing interest at four (4) per cent. per annum instead of six; to have fifty years to run to maturity instead of thirty, but to be redeemable at any time after six months notice, and to be renewable at the pleasure of the State.

Resolved, That the committee are gratified to learn that there no longer exists in Tennessee any good reason why the optional settlement herein suggested, if based upon and conducted in conformity with the award of the committee of arbitration, shall not be perfected by the next Legislature of the State, and the faith, honor and good name of Tennessee, which has been so solemnly pledged for the payment of her bonds, be vindicated.

Call for Meeting of Tennessee Bondholders.

NOTICE.

THE holders of the State of Tennessee Bonds are earnestly requested to meet at the office of John B. Manning, No. 14 Wall street, on Wednesday, January 16th, at 12 o'clock.

E. D. MORGAN & CO.,
BROWN BROTHERS & CO.,
EUGENE KELLY,
GEDDES & SMITH,
JAMES G. KING'S SONS,
A. R. FOSTER & CO.,
GEORGE W. STANTON,
C. AMORY STEVENS.

At a meeting of bondholders of the State of Tennessee, held pursuant to the above call, the following preamble and resolutions were adopted:

WHEREAS, On the 8th March, 1877, at a meeting held in Nashville, a committee of five members of the Tennessee Legislature (of which Colonel John H. Savage was chairman), and a Committee of Arbitration (of which Mr. George S. Coe was chairman), to whom had been referred the question of a fair and equitable adjustment between the Southern States in default and their bondholders, the debt of the State of Tennessee was fully discussed, with the view of ascertaining and determining what a fair and equitable adjustment of it would be; and

WHEREAS, At the conclusion of the conference between the Committee of the Tennessee Legislature and the Committee of Arbitration, the Committee of Arbitrators made an award that the debt of the State of Tennessee ought to be re-adjusted by the issue of new Bonds, at the rate of sixty per cent. of the total amount of the debt and interest; the new bonds to bear interest at six per cent., payable semi-annually, and the coupons for interest to be made receivable for all taxes and dues to the State, and

WHEREAS, The session of the Legislature expired by constitutional limitation a few days after the award of the Arbitrators was rendered, and there was not time to enact a law to give it effect; and

WHEREAS, It was very generally understood that an extra session of the Legislature would be convened to accept a proposition from the Bondholders to compromise the State Debt, on the terms of the award of the Committee of Arbitration, and to enact a law to fulfil carry it out, the holders of a very large amount of Bonds of Tennessee did make and send to the Governor propositions of compromise on the terms of said award, and the Governor did there after convene the Legislature in extra session to consider said proposition; and

WHEREAS, During the sitting of the Legislature, the intervention of other parties, proposing and advocating schemes of other and different terms of settlement than those considered by the Committee of the Legislature and the Committee of Arbitration, was strongly urged by the latter Committee, and agreed to by the Bondholders, was prejudicial to the interest of the State of Tennessee, and to her creditors, in so far as it has delayed a settlement; and

WHEREAS, The Bondholders of Tennessee had neither an agent nor any other person to represent them before the Legislature, but confided in the Legislature, and fully expected that the Senators and Representatives of the people of Tennessee would ratify and confirm the award of the distinguished and disinterested gentlemen who had acted as a committee of Arbitration, and accept the proposition of the Bondholders made in accordance therewith, unhesitatingly; therefore

Resolved, That efforts made by any persons who purported to represent the Bondholders of Tennessee were entirely unauthorized, and that the declaration alleged to have been made at Nashville that a settlement could be effected with the Bondholders upon a lower basis than that proposed by the Committee of Arbitrators, of which Mr. George S. Coe is chairman, has no foundation in fact, so far as it relates to the great body of Bondholders.

Resolved, That while we deplore the attitude assumed by the Legislature, while assembled at Nashville in December, toward the Bondholders, we believe that it resulted from the influence and unwarrantable interference of other parties than real Bondholders, or their representatives.

Resolved, That we have an abiding belief that the people of the great State of Tennessee will not, by the rejection of honest claims which they are manifestly able to pay, suffer a stigma long to rest upon them, the effect of which will be to paralyze the prosperity of the State; subvert its best interests; and engender that demoralization which must ultimately result in losses to its citizens, even far greater than to its creditors.

Resolved, That the people of Tennessee be urged to adopt such legislation as will uphold the honor of the State, and evince proper regard for the high integrity which has hitherto characterized here tizens.

Resolved, That a Committee of five be appointed, consisting of Eugene Kelly, John T. Terry (of E. D. Morgan & Co.), J. G. Duer (of James G. King's Sons), Peter Geddes (of Geddes & Smith), and Dr. R. S. Moran—Eugene Kelly to be chairman—to take such action as, in their judgment, may be for the interest of the Bondholders, but with the understanding that no settlement less favorable than the award of the Committee of Arbitration be accepted.

C. AMORY STEVENS, Secretary.

The Delaware, Lackawanna and Western railroad company yesterday sold seventy-five thousand tons Scranton coal at auction, at ten per cent. lower than prices ranging at the October sale.

A COLLISION AT SEA,

In Which the Hamburg-American Line Steamer Pommerania is Lost—One Hundred and Sixty-Two Souls Saved

And Fifty-Eight Missing—Statements Made by Officers, Cabin and Steerage Passengers as to the Cause of the Frightful Accident.

List of Passengers Lost and Saved, in Which Almost All the Prominent Cities of the United States are Represented—Other Details.

LONDON, November 26.—The Hamburg-American line steamer Pommerania, Captain Schwensen, which sailed from New York on the fourteenth of November for Hamburg, and arrived at Plymouth at midnight on the twenty-fourth, came in collision last night about midnight, during a fog, about eight miles southwest of Folkestone, with a vessel reported to be the Welsh bark Noel Eilan, of Carnarvon, from Rotterdam for Cardiff, in ballast. The Pommerania at the time was on her way from Plymouth to Hamburg. The steamer foundered in about ten minutes. One hundred and seventy-two of her passengers and crew were saved by the iron screw steamer Glengarry, of Middlesboro, and landed at Dover. The vessel with which the Pommerania was in collision is anchored off Folkestone with her bows alive in and her forward compartment full of water. A tug has gone to her assistance.

12:30 p.m.—A telegram just received by the agents in this city of the Pommerania, says that one hundred and sixty-two of the persons on board were saved and fifty-eight are missing, including Captain Schwensen. The collision occurred at forty minutes past eleven o'clock last night, during a dense fog. The Pommerania sank in thirty minutes. One hundred and seventy persons were saved out of two hundred and twenty on board. Fifty are believed lost, including Captain Schwensen, Second Officer Folkes and Third Officer Searnow.

The agents here of the Hamburg-American steamship company say forty-seven passengers of the Pommerania were saved and landed at Plymouth and Cherbourg, leaving one hundred and four on board. Four second-class and one third-class passenger unhastened to Plymouth, making the total number of passengers on board when the disaster occurred one hundred and nine; provided, the forty-seven had landed at Cherbourg. The agent at Cherbourg says no following passengers landed there: Miss E. Koulgs, Miss Wilson, and Messrs. Brocck, Easterbrook, Hunt, Nankenvis, Peters, Pearn, Phillips and Thomas—ten in all.

A cable dispatch from Dover, says: "O. Helms, chief engineer; J. Scheiding, doctor; C. Peters, chief steward, and two stewardess are supposed drowned. A gentleman named Phillips and a lady named Miss Amelia Humann were saved."

4 p.m.—Further particulars of the Pommerania show that at the time of the disaster she was near Dungeress Point, about three miles from shore. She was struck on the starboard side, midships, and sank in four to five minutes. The boats of the vessel were given and responded to by the steamer Glengarry, proceeding down the channel with all speed toward the scene of the disaster. There were nine boats on the Pommerania, four of which were crushed in the collision. Five were got off, but one being overcrowded with passengers was sent to the boats pulled away from the doomed ship, leaving the captain, who refused to quit the ship till the last moment. The last boat to leave was under the chief officer, who did all in his power to persuade the captain to come on board, but he had made his exit the survivors were picked up by the Glengarry. One gentleman was taken from the water in an unconscious state and restored. The Glengarry stood near the scene till daybreak, when the Pommerania was seen with her mast above water. The Glengarry then steamed to Ward, and landed the passengers at nine o'clock, when they were taken to the Sailors' home and breakfasted. The greatest possible order under the circumstances was maintained by the officers and crew.

The following is the narrative of Louis Saumann, of Lakewood, Ohio, now at the Sailors' home: *I had a capital run, and we got to Plymouth about three o'clock. In the night I was in my berth, when I felt the vessel sinking. I ran into the saloon, where I landed some passengers and took some for Hamburg, and then ran for Cherbourg and landed passengers at Cherbourg. Many of those who were saved left were mostly between decks.* The crew consisted of one hundred and eleven persons. I was in bed last night about a quarter to twelve o'clock, when I felt a sudden bump as if the Pommerania had struck upon a rock. I was alarmed, but I did not think it. It was anything serious, as she had kept a good lookout, and the captain appeared to be very careful. It was his one hundred and twenty-sixth voyage. He had told us he had navigated his one hundred and twenty-fifth when he was last at Hamburg. A few seconds after the bump out the steward and some of the crew came running to us and said that a sailing bark had run into us, and also said that we were to get on deck. I went on deck directly and saw the ship's light, but the fog was so great that I could see nothing else. They told me that the vessel was sunk. Everybody was all busy lowering the boats. The ship was beginning to sink. In lowering the boats there was great confusion. The people was trying to crowd in. One boat filled and sank immediately after it got into the water. Two others were smashed by the collision. The boats were fastened up tight, and we could not get them undone. The Pommerania was sinking rapidly. There were a number of women among the passengers. I don't know how many but eight have been saved and a baby. The baby's mother was drowned. Our captain kept some of the works on board, and let them off. We managed to get into the boats that remained, and had been there about five minutes when the steamer Glengarry came to us. She cruised about a long time. Our captain had a chance to save his life, but he would stick to his ship. We saw the captain when our boat pulled away the steamer standing on the bridge giving commands, trying to obtain order and save as many as he could. In twenty minutes after the collision the Pommerania went down. She did not keel over, but went down gradually. The ship which ran us down never came to us at all. They took me and the sailing bark, and that with the north, or northwest wind, she came bowling along and ran right into us. I thought that we landed safely, but upon a rock, as the Schiller did. It was very thick weather. There was a good deal of confusion on the Pommerania at the time. She had smart sailors, and there were always two on the bridge and two on the forepart from the time we entered the English channel. Our boat was crowded that it was very nearly even with the water."

5:30 p.m.—The London, Chatham and Dover railway brought free to London, this afternoon, one hundred and nine of the Pommeranias survivors, sixty being seamen and others second and third-class passengers. There were no first-class passengers and no women among them. They will be forwarded to Germany.

9 p.m.—The only five of the first-class passengers saved are at Dover. These are Mr. Clymer and Rose M. Clymer, Philadelphia; Alfred Faber, New York; Mrs. O. Openshiel, New York; and C. Pappenburg, Hamburg.

The Noel Eallan, a magnificent new iron bark, of eleven hundred tons gross, is owned in Liverpool and was built at Sunderland last year. What was her bow is now a gaping fissure; only her water-tight compartments kept her afloat.

Mrs. Ohrenstiel says that she had retired, and was awakened by a terrific crash. She sprang from her berth and gained the deck, where she could not penetrate darkness. The steerage passengers were crying loudly. She was pushed toward a lifeboat which was just then being lowered. Men hung after getting afloat there seemed little hope for safety, but they soon saw the lights of the Glengarry, which took them safely on board. All speak in the highest terms of Captain Schwensen, who was on the bridge nearly all the previous three days and nights. The Pommerania landed fourteen first-class passengers and twenty-six others at Cherbourg. Chief officer Franzer commanded the last boat. He was to put off the captain, who was on the bridge, called to him to keep as close to the Pommerania as possible. He laid to about ten yards from the steamer, but she went down in a few minutes.

Officer Franzer says there was a thick fog all day Monday. About forty-five minutes after eleven o'clock at night, without hardly the slightest warning of the close proximity of a vessel, a bark appeared on our starboard side, and immediately crashed into us just abaft the funnel.

Captain Pritchard, of the bark Noel Eailan, is very reticent and refuses to show his log. He says he was going down the channel at five knots an hour. He was on deck. The Noel Eallan had been sounding her fog-horn all night, until the stars were visible. The collision occurred almost before those on board knew of it. Johann Brun, Quincy, Illinois, was a sleeping one. The bark boundned and he did not again see the steamer. Captain Pritchard says the ship was sailing. The Noel Eallan was so much dishaded to render any assistance, seven feet of her bow being carried away. Her lights were burning brightly at the time and she was anchored free on the starboard tack. The Pommerania ran across her bows, turning her around completely, and then went away at full speed. He was surprised that the Pommerania had sunk until he arrived at Folkestone.

The various accounts of survivors concur in praising Captain Schwensen and his officers, but represent that the crew only added to the confusion by their determination to save themselves. Captain Schwensen, to quell the excitement, told the passengers that the vessel was safe. Frederick Schneider, a passenger, states that the captain, begging to repeated entreaties to get into one of the boats, asked them to stand alongside, when they shouted, "We have waited long enough." He told them to pull away a little and wait, but just then the vessel sank. As she went down, Captain Schwensen threw up his arms and exclaimed: "Oh, God!" While the boat was raving about, we saw many people in the water with life-preservers wrongfully put on, so the lower part of the body was floating while the head was under water. The condition of the second boatman on board the steamer, in endeavoring to save the ladies, was admirable, and the carpenter stood by with a hatchet, threatening to kill anybody who attempted to rush into the boats. Mary Clymer says she was in the same boat with as her sister Rose: they were awakened by the crash, and rushed on deck, half-dressed, to where the boats were being put off: they were there joined by their brother, who assisted her, Mary, into the boat, as a sailor threw Rose in, but she fell into the water and had to be dragged out. Young Clymer, who remained on the steamer, seeing the boat full and the sailors trying to get aboard, thus endangering the lives of all cut the ropes and set her adrift, saying, "Good-bye" to his saved relatives. He thought that his mother and other relatives were in a boat, but the sailors had prevented them from getting in. It is a noticeable fact that one hundred and eight sailors out of one hundred and eleven are known to be saved. The following officers are known to be among the saved: R. Franzer, chief officer; Hillen, probably O'Helms, chief engineer; C. Neinz, purser.

Louis Rassman, of Philadelphia, a steerage passenger who escaped, says that Captain Schwensen's last words, when the boat was obliged to row away to avoid being sucked down, were, in German, "Farewell, children." There were a good many passengers around the captain, crying for help, and clinging to him and to each other.

Henry Schmidt, a steerage passenger, says the ship was inclining from the boat first lowered, which prevented her from being righted when capsized. Six persons were drowned from that boat. A rowlock was missing from the second boat, which prevented her from coming to the assistance of the strugglers.

A dispatch from Maasluis reports that the chief officer of the Pommerania says he thinks there was another steamer near the wreck that he failed many lives. It is probable the captain refers to the Glengarry, previously mentioned.

One of the Pommerania's crew, says he saw the bark's lights ten minutes before she struck, but the collision didn't seem probable until three minutes before it occurred. As the Noel Eallan was going free, she might have avoided striking the Pommerania. She went to port as fast as she could, but the collision was then unavoidable.

First-officer Franzen says it was his watch, and he was in charge of the ship. Captain Schwensen was on deck, but not on the bridge. Franzen declines to say whether the whistle was blowing, or not.

The News of the Disaster Received at New York.

NEW YORK, November 26.—The agents here have received the following dispatch: "The Pommerania sunk at midnight during a fog near Folkestone, after a collision with a British bark. One hundred and seventy two passengers and the crew were saved and landed at Dover. The names are not yet known." The Pommerania had on board one hundred and fifty-two passengers when she sailed from this port, November 14th. It is not known how many were left at Plymouth, as passage is always engaged for Hamburg, even if the passengers intend to land at Plymouth or Cherbourg. The officers and crew of the vessel numbered one hundred and eleven. The following is a list of her officers: Captain, H. F. Schwensen; chief officer, R. Franzer; second officer, O. Folkes; third officer, W. Zarnon; fourth officer, A. Gesloff; chief engineer, O. Helms; second engineer, B. Bornhardt; third engineer, P. Koser; fourth engineer, R. Engelke; physician, Dr. J. Schulding; purser, C. Nielsen; chief stewards, C. Peters, first cabin, upper saloon, and B. Kruger, first cabin, lower saloon. Captain Schwensen's last voyage to this port completed his one hundred and twenty-fifth round trip between Europe and America as commander of the steamships of the Hamburg-American packet company. He was born in Blensburg, Schleswig, August 28, 1826. When he completed his one hundredth voyage to this port, which he made in the Pommerania, in April, 1875, a record of his voyages was published in pamphlet form. The cargo of the Pommerania was valued at about two hundred and fifty thousand dollars, and was all consigned to Hamburg except seventeen thousand five hundred Mexican dollars, consigned to London, and undoubtedly delivered at Plymouth. Seventeen bags of letters and twenty five bags of papers are supposed to be lost.

A Dover dispatch says that from fifty to sixty of the passengers on the Pommerania have been lost. The catastrophe occurred at a quarter to twelve o'clock. The bark Noel Eliana, which was in collision with the steamship, was bound down the channel, in ballast, for Cardiff. When the collision occurred the steamer Glengarry, of Middleboro, was most fortunately passing at the time. The officers and crew of the Glengarry immediately did all in their power to succor the unfortunate passengers. The boats were manned without delay, and succeeded in rescuing one hundred and seventy-two persons. This leaves fifty-eight still missing. Most of those rescued had nothing on save their night-clothes, and as the cold was very keen, their sufferings were intense. The larger portion were in the water clinging to the *debris* of the wreck when rescued, but some few had succeeded in getting into boats before she went down. Another statement of the disaster says the Pommerania was proceeding at a moderate speed when a dense fog came down upon her. The crew were soon filled with affrighted passengers. The confusion was terrible, and the air filled with prayers and curses. The veteran Captain Schwensen stood on the bridge, giving orders in a cool voice to have the lifeboats cut from the davits. No little delay occurred in launching the boats, the night being dark and foggy. Of the eight boats the Pommerania carried, five were successfully launched, the boat holding twenty persons, in addition to the crew. Three boats were stove in while being lowered, and another was so badly damaged that she swamped, and all in it had to swim for their lives. Hopes are entertained that some survivors may have been picked up by passing vessels. The boats of the Glengarry searched all night, and several good swimmers swam their lives to the long search made. All on board the Pommerania were aroused and nobody was left sleeping. There is great excitement in the office of the company in this city. The Pommerania was built at Greenock on the Clyde, in 1873. She was of three thousand nine hundred and eighty-three tons burden. The following were her principal proportions: Length, three hundred and sixty-five feet; breadth, forty feet; depth of hold, thirty-six feet. She was a brig-rigged, her engines were compound, and of six-hundred (nominal) horse-power. She had six bulkheads, and was the most popular vessel of the line.

The following are the names of the cabin passengers who sailed in the ill-fated steamer from New York: Mr. and Mrs. R. A. Ward, three children and two servants; Mrs. Rufus King, Mrs. W. B. Clymer, Miss Mary Clymer, Miss Maria Heister Clymer, Miss Rose V. Clymer, R. B. Clymer, Miss Rose Koenig, Mrs. Arnstein, three children and nurse, Miss Amelia Wolff, C. Bupp-Hausen, Miss E. Koenig, Mr. Alexander Bodisco, Mrs. Bodisco, Anna Bodisco, Julius Charles, Emil Bloch, Robert Pommer, Prof. Henry Bodmer, Count and Wife of the Danish Legation, Miss Newmarz, Miss Christine Frick, Mrs. L. Ferne, Mrs. Clementine S. Defriere, three children and nurse, Miss Victoria Defriere, Mrs. Henry Robyn, Mrs. J. Lucke and three children, L. F. Schwartz, Alfred Faber, Hilton Muller, Otto Kornemann, Jacob Kaufman, Caroline Dehne, Caroline Kaul, Mrs. Kolbe, Miss Adams, Mrs. L. Funk, E. Pappenhusen, who was returning to his place in connection with the railroads of Long Island. Mr. Ernest B. Lucke, a native of Hanover, came to this country when about twenty years of age. A year or two after he started in business for himself in the lumber business with Mr. August Belmont, at No. 21 Nassau street. His connection with Mr. Belmont was severed on the death of the latter of the present year. Mrs. Anna Bodisco is the widow of Alex Bodisco, late consul-general of Russia here. Mr. Bodisco died last summer, and Mrs. Bodisco was returning to her native country with her two sons, Alex and Julius. Mrs. Bodisco is a native of Russia, and came to this country about twenty years ago with her husband, who was at that time secretary to the legation at Washington. When her husband was made consul in this city, she came here with him, and lived here until her departure in the Pommerania. She has a large circle of friends here and at Washington. The Clymer family mentioned above are relatives of Hon. Heister Clymer, of Pennsylvania.

The Pommerania was partly insured by the Home-office company, but the amount of insurance is not known here. The cargo of the Pommerania was a general one and heavy, principal consignments being the following: Cotton, three hundred bales; lard, seventeen hundred and eighty-six tierces; bacon, fifty bales; leather, one hundred and forty-two packages; butter, thirteen hundred and ninety-three packages; seed, nineteen hundred and thirty bags; lead eleven hundred and fifty-seven bars; tobacco, fifty four hogsheads; corn, seven hundred and eighty-seven bushels; copper metal, ninety-three barrels; cigars, twenty-six cases.

According to a dispatch received from Plymouth the following passengers were landed when the Pommerania touched that port: Cabin—Miss Koenig: steerage—Mr. Sam Brock, Chas. Thomas, W. H. Pearce, John Mankevise, Edward Pearce, Edwin Pearce, Thos. Phillips, Nevada; Thomas Phillips, Nevada; Anna Wessell, New York; W. Easterbrook, New York.

SAVED BY THE GLENGARRY.

Mr. C. Pappenhusen, Hamburg; Alfred Faber, New York; Misses Mary and Rose N. Clymer, Philadelphia; Emil Bloch, Clarksville, Tennessee; Mrs. S. D. Hermsen, New York; Wm. Schroeder, San Francisco; Adolph Simon, Hastings, Minnesota; Louis Lomann, Akron, Ohio; Roderick R. Schneider, New York; C. H. West, Lacrosse; Adolph Dietel and Gustav Schuer, Chicago; Simon Mouchal and Henry Schmidt, New York; C. R. Rauch, Newark; A. J. Rosenfeld, Jules Strasse, Anton Tchorz, W. Juschinsky and Ferd Rutz, New York.

LOST OR UNHEARD FROM.

Mr. and Mrs. Clymer, Miss Maria Heister Clymer, Philadelphia; Alexander Bodisco, Bevis Bodisco, Mrs. Anna Bodisco, Mr. and Mrs A. Ernst, B. Lucke and three children and Miss Amalia Wolff, New York; W. S. Adams, Springfield, Massachusetts; Robert Pommer, St. Louis; Xavier Walz, Allegheny, Pennsylvania; Jacob Kaufman, New York; H. Muller, Germany; Caroline Dehn, San Francisco; Miss Christine Frick, New York; Mrs. L. Funk, Madison, Wisconsin; Emil Chenel, Hartford, Connecticut; John Seamann, Malden Master, Theo. C. Harder, Greenpoint, Long Island; John Deck, New York; Johann Brun, Quincy, Illinois; Minile Siehl and four children, Morrisana, New York; Wm. Mahern, Detroit; L. Malden Harbon, New York; John Ohlenger, Chicago; Gustave Jenken, Racine, Wisconsin; Louis Raabe, Chicago; H. Stroim, St. Louis; Jno. W. Johnson, Jamestown, New York; Louis Komdortor, St. Louis; Mrs. Kaufman, Logan Bannock, Davenport, Iowa; John Klos, St. Louis; Jacob Ehrlich, W. Engel, James Falls, Massachusetts; Aug. Becker, Buffalo; Geo. Kraus, Dela