



SUNK IN COLLISION.

Three Hundred and Fifty Passengers Lost.

THE LLOYD'S STEAMER ELBE GOES DOWN.

Only About Twenty Souls Are Saved.

Heartrending Scenes. The Passengers Are Asleep at the Time of Collision. The Sad Tale as Told by Two of the Passengers of the Fatal Ship. The List.

Rarely have the wires flashed news of such direful accident as the sinking of the North German Lloyd's great steamer Elbe off the English coast at yesterday's sunrise. An unknown vessel rammed her on the port and before the frozen ropes could respond to the frantic efforts of the crew to lower boats, the vessel had begun to sink and was soon swallowed up.

Of the passengers and crew of 350 only twenty were rescued. These were lowered into boats and after terrible battling with the sea were picked up by a fishing smack and carried to Lowestoft, where they gave out the terrible details of the disaster.

LONDON, January 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 350 souls. But twenty 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 at 350.

THE SURVIVORS.

The survivors were landed at Lowestoft by the fishing smack Widdowar at 5:40 o'clock this morning. They are: Stollberg, third officer; Neusel, first engineer; Weser, paymaster; Schultheiss, Lindmeyer and Sittig, assistant paymasters; Fursi, chief stoker; Viobe, steward; Wenning, Singer and Seibert, sailors; Dresson and Batko, ordinary seamen; Deharde, German pilot; Greenham, English pilot; Hofman, Jørgen, Schlegel and Veyer, official cabin passengers; Bolthun, a steering passenger, and Miss Anna Buecker.

Hofman's home is in Nebraska. His wife and boy went down with the ship. All of them were in a pitiable condition. The passengers were but half clothed. Their few garments were frozen stiff, their hair was coated with ice, and anxiety and effort had exhausted them so completely that they had to be helped ashore. The officers and sailors were fully dressed but their clothes had been drenched and frozen and they had been almost paralyzed with cold and fatigue.

They had been ashore three hours before they had recovered sufficiently to tell the story of the wreck. Their accounts agreed upon the following points:

The Elbe left Bremen on Tuesday afternoon. The few hours of the voyage before the disaster were uneventful. At 4 o'clock this morning the wind was blowing very hard and a tremendous sea was running. The morning was unusually dark. Numerous lights were seen in all directions, showing that many vessels were near by. The captain, therefore ordered that rockets should be sent up at regular intervals to warn the craft to keep out of the Elbe's course. 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 noticeably, there was the terrific CRASH OF THE COLLISION.

The Elbe was hit aloft her engine rooms. When the small steamer wrenched away an enormous hole was left in the Elbe's side. The water poured through and down in 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 were on deck when the ship was

struck. The shock aroused 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 companionways. They had heard the sound of rushing water as the other steamer backed off and they 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 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, which were 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 could hold only twenty persons each. The boat carrying the twenty-one persons who were landed at Lowestoft, put off in such haste 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 Widdowar. The little smack bore down on them at once and took them aboard. They were exhausted from excitement and exposure. Several of them were in a state of collapse and had to be carried and dragged from one boat to the other. Miss Anna 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 BRUCE and did not utter a word of complaint and repeatedly urged her companions not to mind her, but look after themselves.

Hofman's leg was hurt severely while he was changing boats. The survivors cannot say too much in praise of the Widdowar's crew, who gave them every possible attention.

Upon landing, the survivors were taken in charge by R. S. Bradbeek, the German Consul at Lowestoft, who sent some to the Sailors' Home and others to the Suffolk Hotel. Miss Buecker, who took passage for Southampton, will probably be able to go to London in a day or two.

Carl Hofmann who came ashore in the Widdowar, said in an interview: "My home is in Grand Island, Nebraska. I had my wife and boy of 7 with me on the Elbe.

I AM UTTERLY RUINED,

for I became separated from them and hardly dare hope that they have been saved. I am abroad to visit relatives in Germany and during the last four months was accompanied by my wife and boy. We left Bremen for home on Tuesday. I was asleep in our stateroom when a noise like a gunshot awoke me. I jumped out of bed and spoke to my wife, who had been aroused suddenly. I asked her what she thought the trouble was, but she seemed to pay no attention to it. I was not greatly alarmed, although I heard scuffling feet and

HORSE 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 their wits. 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 into each other's way. The darkness increased the confusion and fright. Suddenly I heard

SHRIEL, DESPAIRING CRIES

from the women 'there are no more boats.' I then saw the men at the davits. I noticed that the ropes were frozen so hard or were so tangled or something of the sort that the sailors had to chop them frantically to get the boats clear. The sailors were doing their best, however, and worked with

Continued on third page.

NO HOPE OF AGREEMENT

The Senate Finance Committee Will Not Report.

THE SENATE MUST ACT

Mr. Vest Refuses to Vote for Any Gold Bonds. His Sharp Speech, Mr. Sherman Acknowledges Inability. The House.

By Southern Associated Press.

WASHINGTON, January 30.—SENATE—If there had been any lingering hope left that the Finance Committee of the Senate would be able to agree upon some measure of financial relief at the present session, such hope was definitely dispelled in the course of the discussion which broke out immediately after the reading of the journal to day. One of the leading Democratic members of that committee, Mr. Vest, in presenting resolutions of the St. Louis Merchants' Exchange, favoring legislation on the lines of the President's message, took a firm stand against any such legislation and expressed the opinion that the Merchants' Exchange had not given proper consideration to the subject and did not represent the intelligent opinion of a majority of the people of Missouri.

He declared that he would never vote to issue one bond for the purpose of securing gold, in order that the country might remain on a single gold standard. And he replied, to a question as to whether the Finance Committee would agree upon a plan, that there was not the slightest possibility of it doing so. A leading Republican of the same committee—Mr. Sherman—expressed the same opinion, saying that the committee on Finance was utterly helpless to deal with the question, and that the best thing the Senate could do would be to discharge the committee from its further consideration, take up the subject itself and give necessary relief to the country.

The Senate proceeded to the consideration of executive business and, having ratified the Japanese treaty, adjourned at 4:50 p. m.

The financial debate was precipitated upon the Senate at the very opening of the session. After presenting the telegrams and resolutions from the St. Louis Merchants' Exchange, Mr. Vest said:

"Mr. President: I have very great respect for the St. Louis Merchants' Exchange and for the opinions and wishes of the gentlemen who constitute that body. But I am unable to meet their views in regard to the recommendations in the President's message. I do not think that the Merchants' Exchange of St. Louis represents the intelligent opinion of the majority of the people of Missouri. I do not think its members have given the proper consideration to the effect of the recommendations in His Excellency's proclamation to Congress. "It is a selfish suggestion that the principal part of it is to be paid by posterity. The obligations on this Senate in regard to posterity are as binding as they are to the present generation. We legislate not for ourselves alone, but those who come after us. And it might just as well be said that we can ignore the autonomy of the government as to future ages and leave to our descendants problems to be settled which might involve the country in all sorts of difficulties as to say (as the President suggests) that we must look alone to the present and let the future take care of itself."

"Mr. President, with great respect to the St. Louis Merchants' Exchange, I deny their faculty as soothsayers in regard to finance. "The Congress is now being assailed because it will not put this country permanently on a gold standard basis, and will not perpetuate the national banks as banks of circulation. The President of the United States has issued a proclamation of war against the silver issue of bonds, and he seeks now (I do not speak of his motives, but of the results) to make those of us who do not believe in a single gold standard accessory to the destruction of silver and to the perpetuation of the system to which he is devoted. "Is it possible that intelligent men believe that the President has not now the power to secure all the gold necessary for the treasury, even on his own theory in regard to finance? The Secretary of the Treasury openly avows (and the President repeats) that they need no more money to meet the currency expenditures of the government. Yet the impression is made on the country that unless Congress gives additional legislation power is taken away from the executive, and the country will be involved in one common ruin.

"Mr. President, under the re-emption act (so called) the President of the United States has the power to issue 4 1/2 per cent. bonds or

Continued on fifth page.

THE STRIKE'S NOW OVER

Every Trolley Line in Brooklyn in Operation.

MORE TROOPS WITHDRAWN.

The Strikers' Places Nearly All Filled. The Proceedings to Annul the Charter of the Brooklyn Heights Company.

By Southern Associated Press.

BROOKLYN, January 30.—More troops were withdrawn from the streets of Brooklyn to day. All but a few companies of the Second Brigade were ordered from their posts to their armories and held there in reserve. Some of the regiments will probably be dismissed to-morrow. The second battery broke camp and went home this evening. The withdrawal of the troops was the result of a conference between Mayor Schuren and Brigadier-General McLeer. They decided that the peace and quiet of the city was practically restored and that the police could take care of such disturbances as still continue.

The strike itself is over. The places vacated by the 6,000 men who quit work on January 14th, have nearly all been filled and every trolley line in the city was in operation to day. The strikers to-day have directed their attention to proceedings before the Attorney General to annul the charter of the Brooklyn Heights Company and in addition have moved before one court for a preliminary injunction against the Atlantic Avenue railroad to compel it to operate its lines, and before another court for the arrest of its president and superintendent for violation of the ten-hour law.

President Norton, of the Atlantic Avenue line, when asked what effect the issuance of a mandamus against his company would have, replied: "We are running all the cars of our line which have not been incapacitated by strikers. We hold the city responsible for the damage to them and it is not our fault that they are not now running. We have plenty of men and will run our cars as soon as we can repair them."

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Assistant United States Attorney Roy said this afternoon: "I have looked up the statutes in the case and find a law which positively forbids the use of signs on a vehicle in which mail is not carried. I have been informed that the company claims to have been given the right to put these signs on their cars by their contract. If this is so it is in direct violation of the law, which is positive on that point. The attention of the district attorney has been called to this matter of the company carrying cars with the sign 'United States Mail' attached to them which cars carry no mail."

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It is asked that action be begun to annul the charter of the company for failure to properly operate its lines during the strike. Mr. Moses addressed the Attorney-General saying he did not appear as the petitioner, but he desired to be present, being interested in the case as the counsel obtaining the mandamus is, to compel the company to run its cars.

Mr. Moore asked an opportunity to put in answering affidavits for the company. This would take two or three days. President Lewis was so busy and counsel so tied up with legal proceedings that nothing could be arranged in the way of a reply on the short notice given.

Col. Dennison answered that the company was only seeking delay. The charges now laid were identical with those made before the State Board of Arbitration and before Judge Tracy, and the counsel had had three distinct opportunities to answer. Every day's delay means hundreds of thousands dollars loss and a tremendous inconvenience. It also involves big losses to merchants. The counsel were notified at the earliest hour Tuesday and the company's officials certainly had time to make a denial.

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DECIDED WAR FEELING.

The Probable Union of Central American Republics.

ITS EFFECT ON MEXICO.

Government Officers State No Official Confirmation of the Announcement Has Been Made. The Sentiment in Mexico Increasing.

By Southern Associated Press.

CITY OF MEXICO, January 30.—The announcement published here this morning that the Central Republics of Nicaragua, Honduras and Salvador, with Costa Rica to follow, would form an alliance with Guatemala in the event of trouble with Mexico has caused considerable comment. Senor Castellanos, the Salvadorean minister here, on being interviewed, denied having any knowledge of the matter, and government officials state that no official confirmation of the announcement has been received. The formation of such a Central American league would doubtless tend to increase the fast rising public sentiment in Mexico against Guatemala.

PANAMA, January 30.—The Star and Herald says: "The Governor of Tolima, commanding the troops of this State, has started north at their head to meet the revolutionary forces. The Government troops have occupied Niava and Irabagui."

The department of Antioquia is coming to the support of the Government. The revolutionary forces have been intercepted in Tolima and all the Liberal leaders have been imprisoned. The revolutionary movement is widespread. The Government is exercising a rigid censorship over the telegraph offices. Many citizens in the State of Panama are offering their services to the Government.

Freight train No. 71, southbound, on the Louisville and Nashville road, was wrecked last night near Greenville, N. C., by a split switch. Eighteen cars went off the track and traffic was delayed for several hours. Conductor Cogill was slightly injured.

Saturday, February 2d, We Will Have Our Grand Opening of BOSTERS.

Think of the prices mentioned, which defy competition. Ladies' fine silk finished hose, worth 50c., now 35c. or 3 for \$1.00. Ladies' hose, worth 30c., now 19c. Ladies' seamless hose, worth 15c., now 9c., or 3 pair for 25c. Children's half hose, worth 25c., now 12c. Gentlemen's hose, worth 25c., now 9c. Hose and half hose from 5c. a pair up.

R. A. SAUNDERS.

Fire Alarm. An alarm of fire was turned in box 15 about 1 o'clock last night, but the department was not in service, the slight blaze on Main street, near Church, being put out by pedestrians.

See Oliver's leaders in umbrellas "Newest Discovery."—Ext. teeth no pain, N. Y. D. Rooms, 162 Main.

300—HEAD—300

Horses Mules AT AUCTION,

Tuesday, Jan. 29, '95,

AT 10 A. M. AT THE Norfolk Horse Exchange.

To be sold for the high dollar, consigned to me from the following well-known shippers. As value, 40 head of Horses: C. L. Bacon, 2 head of Horses; L. Coulans, 15 head of Horses; H. W. Farr, 25 head of Horses; F. K. Hafer, 25 head of Horses; Joe Kenig, 25 head of Horses; Robert Sanage, 60 head of Horses; Wm. G. Harz, Pointe Plaines, Ky., 50 head of Mules; M. W. & Groun, 25 head of Mules; John Heiman, 50 head of Mules.

Our usual terms will be observed—absolute sale, no by-bidding. Twenty-four hours' trial and if stock is not as represented, your money will be refunded. We wish to call the attention of the public to the fact that we have auctioned a every TUESDAY and FRIDAY, and also that we have on hand for private sale, a large line of Horses and Mules.

The McCleary-McCallan Live Stock Co., 69 and 59 1-2 Union street.

F. L. SLADE & CO., Railroad, Steamboat and Mill Supplies.

WOOD PULLEYS of all sizes; LATH MILLS, EMERY KNIFE GRINDERS, MUNSON'S & PAGE'S LEATHER BELTING, PLYMOUTH CORDAGE; BOILERS, all sizes for steam heating. Agents for Magnuson's Special Covering and Boilers and Steam Pipes.

8 Market Square.

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THE ONE THING NEEDFUL

in my business experience.

I Have It,

and my customers Get the Benefit of It.

Dr. Geo. D. Levy

17 GRANBY ST. NEW YORK CITY.

EYES EXAMINED FREE.

What a Difference.

The net cash cost of FIFTY THOUSAND DOLLARS insured upon your life in ANY of the New York life insurance companies will pay for SEVENTY THOUSAND ON SAME PLAN in the Northwestern.

D. Humphreys & Son, AGENTS.

MAYER & CO., DEALERS IN

Railroad, Steamboat and Mill Supplies.

4 and 6 West Market Square Norfolk, Va.

AT COST!

I will sell for the next ten days ALL RUBBER GOODS AT COST! A fine line of ladies' and gent's Shoes at prices lower than ever. Give me a call. M. J. MAUDE, 306 Church street, nearly opposite Wood street.

S. B. TURNER & CO. PHOENIX STENCIL WORKS

30 NIVISON ST. NORFOLK, VA.

Burruss, Son & Co., BANKERS.

Commercial and other business paper discounted. Loans negotiated on favorable terms. City bonds and other securities bought and sold. Deposits received and accounts invited. Interest allowed on time deposits. Safe deposit boxes for rent. Charges moderate. Draw bills of exchange and make cable transfers to Europe. Letters of credit issued on principal cities of the world.