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VOL. 18.

Drowned From the Steamer

Elbe.

Serious Result of a Collision With

A Passenger's Description of the Disaster

the Terrible Scenes.

North German Lloyd Vessel.

PRINTS

have a few pieces that slightly damaged by er. The price is also htly damaged.

12c. Print for 82c. 10c. " " $7^{1}_{2}c$.

PRING PRINTS

now have a large assortnt of these goods from 5¹/₂c. ard up. end for Samples.

BLANKETS

1 pair left, \$1.50.

AIG W. NICHOLS. 19 Charlotte Street.

ting tops, and her formidable armnt, which will consist of four 12breech-loading guns weighing ly 50 tons each, twelve 6-inch k-firing guns of the most modern mounted in armored casemates. en 12-pounder quick-firing guns, 12-pounder boat and field guns, ve 3-pounder quick-firing guns, Maxims of rifle calibre, and five edo tubes. With these and a cerquantity of ammunition on board. Magnificent will have a displacet of 15,000 tons. This is greatly in of the tonnage of any battleyet launched by other powers, Italy, which has two vessels dy in commission of greater disnent by nine hundred tons. But y's mammoths were built a great y years ago, and the more modidency has been to build smaller s. rather than to aim at anything the bulk of the Italia and Le-

hen to our fleet the Magnificent her eight consorts have been addwe shall probably find that they ent the extreme limit of size ctioned by authorities on naval struction, and that any further pment of fighting power will e to be sought in other directions. iny rate these nine ships will, if ip with which no nine of any other y in the world could cope for d and never answer all expectations, form a and power combined. The Magnt's 12-inch guns, mounted to lve within armored redoubts, are lited with remarkable power for trating the steel skins of ships which they might be brought ollision, and with surprising accy at long ranges; but perhaps most remarkable weapon in her e armament, considering its size, e new 12-pounder quick-firing which, when charged with corwill fire its projectiles very rapand with enormous muzzle velo-The ship's protective armor is f exceptional thickness, being no than fourteen inches in the most parts and from ten to eight s elsewhere; but in addition to upper defences there is a steel turtle backed in shape, covering he magazines and motive power the water line. All this armor the toughest fibre, hardened on. surface by a process which expe ents have demonstrated to be the yet in use, and it is manufaced by one of the best armor plate ufacturing firms in the world. engines of the Mganificent, con ed by Messrs. Penn, are of the known as inverted vertical triple ansion with ten thousand horseer under natural draught, capaof being increased to twelve thouunder induced draught, which her a speed of 17 1-2 knots an She has a coal capacity for nty-eight days, continuous steamat the rate of ten knots. Thus the Magnificent has cost £627,500. was laid down on the 18th Decem-1883, and the unexampled with which she has been ught to a state ready for floating of dock within a year and a day ie in great measure to the efforts Rear Admiral Digby Morant, Ad-Superintendent of Chatham yard, and to the cordial co-operof firms having private conts for the supply of certain mater-Lord Charles Beresford has from first taken great interest in the struction of this ship.

WERKEY SCA, ST. JOHN MALE, FRIER THY 6, 18%.

PAGES. ST. JOHN WEEKLY SUN. PAGES. ST. JOHN, N. B., WEDNESDAY, FEBRUARY 6, 1895. A DISASTER OF THE SEA. gers. I saw a lot of sailors making one of their staunchest boats. He was speedily followed to the comthem. Somehow the boat was lowered and I managed to scramble into it, aithough it seemed to me as if about a hundred people were trying to do the **Two Hundred and Forty Persons**

same. "We pushed some of them away, for it was utterly impossible to load the boat any more, and we could see that the Elbe was doomed. It was rolling terribly and settled down on one side the settled down on one side terribly and settled down on one side terrible terr

as they jumped into the sea am after us. Of course we d not put back for anybody, as e should have been pulled under by the people already struggling in the water. Some time later the Elbe gave

a fearful lurch sideways and sank with a bursting sound. It seemed to London, Jan. 30.-A telegram from me as if something blew up on board Lowestoft this afternoon announced the sinking of the North German of her as she went down. "I don't know what became Lloyd steamer Elbe, and the loss of vessel that ran into us. I saw a the greater portion of her passengers light somewhere in the distance and the greater portion of her passengers light somewhere in the distance and and crew. The North German Lloyd steamship Elbe was built at Glasgow in 1881, and she has been running since her construction in the regular like myself. We were on our way to North German Loyd service between the United States, where we have re-New York and Bremen by way of latives. I don't know how many peo-Southampton, although she was for ple were drowned, but I should think a time in the North German Lloyd that at least three hundred persons service between New York and Medi- went down in that terrible ship. There terranean ports. The Elbe was a was another boat lowered at about first class steamship of over 4,500 the same time that we got away, but gross tonnage, she was commanded it sank soon afterwards. I think it by Capt. VonGossell, and had a full and efficient crew on board. The who had a parts of our boart bid operations of the second se steamship had accommodation for one who had charge of our boat, did all hundred and twenty first cabin pas- he could for us while we drifted about. sengers, one hundred and thirty sec-ond cabin passengers, and nine hunand he believes that she will surely dred steerage passengers. dred steerage passengers. The Elbe was built by the Fair-fields, and was considered a good sea boat. She was four masted, had 5,600 indicated horse power, which gave indicated horse power, which gave upon bringing us here.' her a speed of from 16 1-2 to 17 knots and she had two smoke stacks. Her Lowestoft at about 10.30 this even-A still later despatch, received from water line length was 418 feet, her beam was 44 feet, and the depth of disaster is even more serious than at

The following is a list of the officers first outlined. It is now said that there were about four hundred perof the Elbe: Captain VonGossell, chief son's on board the Elbe, two hundred had been wrecked. officer, G. Wilhelm; chief engineer, A. Neussell; purser, W. Louhmaller; phy-sician, Dr. A. Reichardt; chief stew-a number of cattlemen returning to ard, H. P. F. Chunder. rd, H. P. F. Chunder. London, Jan. 30.—At 8 o'clock this is now announced that only five pasmorning despatches were received from Lowest ft, which confirmed the report of the sinking of the Elbe, and which seemed to show that a steamer the fishing smacks. The remainder inaccuracy as to time and place. which had put into Maasluer, sup- went down almost immediately with posed to be the Crathie, bound for the steamship. Aberdeen, from Rotterdam, was the boat which had wrecked the Elbe. Rotterdam, Jan. 30.—The steamship German Lloyd Steamship Co., states Crathie, from a ris to ris to a local state only twenty-one persons, were Scotland, has put into Massiuler in a damaged condition. She was leak-ing forward, her stem having been tore is the condition of the steamer Elbe, and that two hundred and forty are supposed to have been drowned, including every cabin passenger. every cabin passenger. Lowestoft, Eng., Jan. 30.-When a stove in by a collision early this moring with an unknown steamship, befishing smack arrived here this even-ing with the news of the sinking of upon the Associated Press beats and lieved to be the Elbe, of the North German Lloyd steamship line. The statements from editors, indicating that from Portland, Maine, to San the North German steamship Elbe, collision occurred at about five o'clock this little seaport and fishing town Francisco, and from St. Paul to the this morning and some 35 miles dis-tant from the coast of Holland. It is was thrown into a state of the great-Gulf of Mexico, the Associated Press est excitement. The news that a fishhad outstripped any and all opposinot known if she had any passengers ing smack had arrived in the harbor tion by the measure of from one hour on board taken from the Elbe. with twenty survivors of about two and a half to three hours. London, Jan. 30 .- The Elbe was on hundred souls who were on board the her way to Southampton with about Atlantic liner spread with great ra-LATER. saloon passengers, about one pidity, and the bulk of the population London, Jan. 30 .- The North Gerhundred steerage passengers and a soon assembled along the shore and man Lloyd steamer Elbe, Capt. Von-Gossell, from Bremen yesterday for taking with her her human freight. crew of about one hundred and eighty. | discussed the fearful disaster. forning was heavy and misty The survivors were terribly New York, via Southampton, has been and the steamer was only making her numbed as they were landed from the usual time and keeping the ordinary smack, having suffered greatly from was bitlookout. Suddenly a steamer was exposure, for the weather sighted off the port bow of the Elbe terly cold. So soon as they were and before a collision could be averted ashore and had been revived with the unknwn vessel had run into the ; hot drinks, they were eagerly questioned in regard to the disaster. Un-The North German steamer was happily for those who were eager to obtain and transmit news to the Unistruck above the engine room and beted States, the survivors were Gergan to fill so rapidly that there was mans who could not speak English only time to lower three boats, and from the Hook of Holland. distinctly, and it was some time be-The first intimation of the disaster one was swamped soon after getting. fore they could obtain the true state away from the steamer. The first came from Lowestoft. Suffolk, one of of the situation. Finally it was elithe chief fishing ports, late this afterboat contained the third officer, chief cited from them that the Elbe was engineer, the purser and about twenproceeding from Bremen towards Southampton, early this morning at about half speed and through a ty of the passengers, so far as can be arned at present, as the people who have landed are being cared for at various places and it is difficult to, driving sleet and gale of wind. At about 5,30 a. m. the sea all round gather accurate details of the disasbeing pitch dark, a man on the lookout reported the lights of a steamter at this hour. The occupants of the first boat were picked up by a couple fishing smack ship just a little distance on the port of fishing smacks and were taken to Telegraph bow. A few moments later the out westoft, where they have been landline of a big steamer was seen ed. It has been very difficult to get through the obscurity and before the officers of the steamship to make any course of the Elbe could be altered statement until they have communithe strange steamer crashed into her cated with the agents of the Elbe and midships, almost cutting her in two. the passengers who have been rescued are as yet too exhausted to tell any but rambling stories. But, from what For a few minutes both steamers were locked together, and then the can be gathered, a very short time must have elapsed between the actual unknown vessel, now believed to be the British steamer Crathie, from Rotterdam for Aberdeen, backed off and collision and the sinking of the Elbe. Nothing is known as to the fate of vanished in the darkness. Most of the crew and passengers of the Elbe the occupants of the third boat which were below at the time of the collision was lowered from the Elbe, but it is hoped they will either be picked up by and the great majority of them were asleep. Very few had time to reach some passing vessel or else succeed at Lowestoft." n making a landing on the coast. the deck, as the water poured into From what one of the rescued men says the disaster must have been one the stricken ship and she rolled over and sank, after breaking in two. The of the most terrible in the history of seven pasengers and a few of the such catastrophies. The whole of the crew who managed to reach the lifebassengers are understood to have boat picked up by the fishing smack been below and asleep at the time the collision occurred, and nearly all of had hardly left the side of the Elbe when she foundered them must have been either drowned After some hours of buffeting with elow or have met death while seekthe heavy waves in Arctic cold weaing to rush upon deck. The man who ther, the occupants were picked up furnishes the information was in such by the smack and landed here, as alan excited state that little more could ready detailed. e gathered from him than exclama-New York, Jan. 30 .- While the gening Germans. tions of horror. He repeated time and eral drift of news was flowing through time again: "It was terrible; it was the Associated Press offices this aftererrible. noon about 2.15 o'clock, there came "The poor women and children went a cable bulletin from the Associated down without hardly being able to utter a prayer. It was terrible Press agent in London, giving the The steamship must have been full first tidings known in America that the steamer Elbe had been lost. Withof dead bodies. They were caught like rats in a trap. I can't' tell you in five minutes after the receipt of more about it. All I know is, I this startling information, bulletins had been transmitted over 2,000 miles heard a terrible crash and it was folof Associated Press wire to every lowed by an awful sound of rushing water and escaping steam. It was paper in the continent. A reporter of the Associated Press very dark down below where I was. But I managed to push my way, on . deck. The ship resounded with hearts by half past two o'clock was in the offices of the North German Lloyd chilling cries from all quarters, al-though the officers seemed to be do to giving the astonished officials their ing all they could to calm the passen of first news they had of the disaster to learned that the Elbe was proceeding seen by the smack Wild Flower. I Judge.

pany's offices by gentlemen repre senting the various Associated Press newspapers of New York city, the Elbe reported to the officers on the decks that the light of a steamer was city editors of the same having in-

close aboard over the port bow. Bestantly despatched reporters for addi tional news to be gained, if possible, fore the course could be changed, so as to sheer her off from the approachfrom the agents of the line to which ing steamer, the latter struck her just abaft the engine room, going through the Elbe belonged. While the officers were searching marine maps to her plates as though they were pastelocate the point of the disaster, paboard, and sticking her nose almost pers receiving Associated Press news completely through the hull of the Elbe. For a time the Crathie held the in-various parts of the country were displaying the tidings, first on their Elbe on her nose, but when her enbulletin boards, and then quickly by gines were reversed and she backed extras, which circulated rapidly and out of the aperture she had made, the in great numbers.

water rushed into the Elbe in tor-At Springfield, Mass., at 2.35, the rent and she began to immediately Evening Union, an Associated Press settle. member had an extra edition upon the The officers in charge of the ship

member had an extra edition upon the street with the sensational tidings of the Elbe's los... In Chicago and the far west and in the intervening cities, in Philadelin the intervening cities, in Philadel-phia, Baltimore and Washington and them, after it got clear, capsized, and it is thought that all of its occupants throughout the south, members of the Associated Press were scoring an imwere drowned. The first boat contain-ed the third officer, chief engineer, purser and about twenty of the pasportant beat, both in matter of fact and time upon any presumed opposition. An hour went by, and the As-sociated Press, through its superior sengers, who were later picked up by the fishing smack and taken to Lowcable connections, was able in three succeeding despatches to give its memesteft.

From survivors it is learned that as so n as the Crathie backed away from the Elbe, the rushing water flooded the steamer aft of the engine bers information and further details of the disaster. As each of these cable messages came in it was transmitted by telephone, as an act of room so quickly that nobody below decks in that part of the ship had any opportunity to escape. Nearly all the courtesy, to the North German Lloyd offices, where in turn the utmost cour-tesy had been extended to representapassengers were asleep at the time tives of the Associated Press but many of them were awakened by Meantime, opposition journals were the shock. They sought to make their silent and dumb, and inquiry was beway to the upper deck. The steamer

being loaded by the stern, the water ing made by them as to which way rushed aft and prevented the passenthe Elbe was going. The jocular response, pardonable, perhaps out of re-spect for the sadness of the affair, gers from : eaching the deck. In the case of the saloon passer was that she was just going down gers, however, the result was fatal. As they rusled from their staterooms when last heard from. into the saloon they were met by a Finally, at 3.55 p. m., the tape on

the tickers in this city came reeling torrent of water, and swept aft into the cock-pit, where they were prob-ably drowned before the ship founoct the tardy news that the Elbe had been "wrecked." and fifteen minutes dered. Altogether about fifty of the later came out on the ticker the same matter subsequently used by the United Press, in effect that the Elbe passengers reached the deck, where the wildest confusion reigned. rushes were made for the boats, but

Three hours after the announcement the terrible excitement prevailing imof the disaster by the Associated Press peded the efforts of those who trying to clear them away. Many the United Press papers in New York heartrending scenes were witnessed between parents and children in the city came out with nine lines, stating that the Elbe, "from New York, had been wrecked beyond the Needles." few moments preceding the sinking of the vessel. There was added to the deplorable

slowness in the getting of this news There is some disagreement among the surv vors as to the number of In stead of having sailed from New York boats that were launched., One survias stated by the United Press papers vor declares that only two were launched. One of these was swamp-ed in-taily, and the only one of its the Elbe sailed yesterday from Bre men for New York. Instead of having coupants, a girl named Anna Boeck-er, who was bound for Southampton, was rescued: She clung to a piece of wreclage, which she grasped so tightly that it was only with difficulty that she was dragged into the second boat foundered off the Needles, as indicated is the meagre United Press announce-ment, she had been lost in the North Sea, nearly three hundred miles from the Needles. Then shortly began coming to the Associated Press home offices telegrams of congratulations boat.

Meanwhile the cry was raised on the doomed vessel for the women and children to go over to the other side of the steamer, away from the port side, in which was the great gaping hole caused by the Crathie. The half fainting women and terror-stricken chlidren hurried to the starboard side, but they had scarcely reached the boats when the huge vessel lifted her bows in the air and then slowly sank

along at her usual rate of speed and think it was impossible that any othkeeping the ordinary look-outs. The night was dark, but there was no gale. ers were rescued, as the ship sank al-most immediately after we had left Suddenly the forward look-out on the it. I do not believe that the steerage passengers were aware of the accident. We were exposed to a heavy sea and bitter wind for over five hours. The boat shipped a deal of water.

NEW ORANGE LODGE.

On the 30th ult. Grand Master Kelly, Grand Treasurer Magee, Major A. J. Armstrong, P. G. M. Geo. W. Fow-ler, Robert Maxwell, District Master Neil J. Morrison, County Master Rodgers, John Kenny, jr., Joseph Johnston, J. A. S. Mott and T. Partelow Mott, visited Gondola Point and in-stituted a new Orange lodge, to be known as No. 83, with twenty charter members. Previous to the institution of the lodge, a public meeting was held; addressed by G. M. Kelly, Magee

The following officers were elected and installed: W. A. Pitt, W. M.; Elijah Kirkpatrick, D.M.; Isaac Saunders, Chap.; W. H. Logan, R. S.; Walter S. Saunders, F. S.; Robert Chamberlain, T.; Edward Toole, Lec.; Oscar W. Saunders, D. of C.; James T. Logan, F. of C.; Fred Saunders, Andrew Kirkpatrick, Geo. A. Saunders, James Carpenter, committee; H. Mullit, I.T.; Ralph Harrison, O. T.

A vote of thanks was passed to the city delegation for their presence. It was decided at this meeting that application hould be male for a county idge for Kings, west, the lodge to be organized on Friday, February 15th, at White's Head. new lodge will be composed of seven

primary lodges. makes thirteen now in Kings county, with another, to be organized at Hampton in a few days.

ACCIDENT ON THE I. C. R.

Wild

The Montreal Express Meets With a

at this station and was running pretty refunded. For all other help a fee of fast, as she was behind time, when afty cents is required.

TEMPERANCE COLUMN.

By the Women's Christian Temperance Union of St. John.

NO. 6.

man a to union and the area

Trust the people-the wise and the ignor-ant, the good and the bad-with the gravest questions, and in the end you educate the

(From the Daiy Sun, 1st inst.) The annual report of the Woman's Exchange and Employment Bureau of the St. John W. C. T. U. was read at Tuesday's meeting as follows:

I feel somewhat at a disadvantage in beginning this report, as it is a work which is entirely new to me; those accustomed to summarize the work of the exchange having been called away to our sister country P. G. M. Fowler, Major Armstrong, Robert Maxwell, and Grand Treasurer pectedly it devolves upon me to present this annual report, but I will endeavor to convey to your minds

some adequate idea of the present position of the exchange.

We are pleased to report that business in this department has been steadily increasing during the five years it has been in existence, this year's accounts showing a general advance over other years in the several lines of work.

In case any present do not clearly understand the basis upon which the exchange is run, or from what we derive our revenue, a word of explanation might be, timely.

In the first place it is simply what the name implies, an exchange, where any woman can find sale for her work The at 10 per cent. commission, or 15 per cent. when the proceeds are to aid some church organization or chari-The new lodge organized last night table institution, as our aim is principally to encourage those who need to help themselves, and in connection with this department orders are solicited for all kinds of woman's work.

The other branch of work, that of the employment bureau, has resolved itself almost entirely into the providing domestics for our homes, and many girls coming into town from Misnap at Jacquet River Station. In any girls to the share availed themselves of the opportunity of procuring good

Campbellton, N. B., Jan. 30.— The Montreal express, which is due to leave here at 1.40 for Halifax and St. John, met with a serious accident at Jacquet River station, caused by water leaking from the tank, which overflowed the track and froze on the rails. The train does not stop

three engine off. Driver C. P. Atkinson put on the brakes and reversed the until she went off and rolled over the embankment, just past the station. the monthly statement is submitted to the committee we feel quite elated The tender was turned completely over the sum to our credit, but find that when all contributions are paid round Fortunately it broke away round Fortunately is the some ter-from the cars, or no doubt some ter-rible fatality would have occurred. looks pretty slim. So the money Atkinson and his fireman stuck to their engine and went over with it, but mirsoulough essentiation in the state of the sta but miraculously escaped serious in-We do not aspire to wealth, but are juries. Atkinson was cut about the anxious to have the exchange selfface and somewhat shaken up. A sin-gular coincidence is that the engine it necessary to draw upon the W. C. that brought the train from St. Fla-vie to Campbe'lton broke down this vie to Campbe'lton broke down this penses include the salary of the wotheir sympathy as well as patronage in this cause to aid toward making it self-supporting. It is only because of our acquaintance with the history of other exchanges that we do not be come altogether discouraged, because we find that it has only been after some years of hard uphill work that they have gained an independent position, so we look forward with great expectations to the day when we also shall be independent The committee of management meet at the exchange on the first Thursday of each month. One of their duties is to supervise all the work sent in. We find that cookery takes precedence among our sales, and are glad to report that purchasers have found very little cause for complaint. It might not be amiss to add for the benefit of those who feel at all reticent about making their work a public matter that no one, not even the committee, receive their names from Miss Frost, as they are entered by number only on our books. The highest number recorded at present is 197, showing that that number of women have sent in work during some period of time since.our room has opened, and are in readiness to fill orders for us. To many of those who are constant contributors the exchange has proved a great boon, and we are quite hopeful of making it a success in every way. We would take this opportunity of thanking all who have aided us in any way.

THER SPELL HATH ME IN THRALL.

L. Hereward in. St. Paul's.

w the sun of long ago gh in the blue sky sailing, in the blue waters sinks he low cool night breezes softly blo den barks steer homeward slow the moon is her face unvei

tch the silvery thing arise in her path a great cloud lies, er approach he slowly flies, hed by the myriad wakeful eyes sleepless atendants beaming

I? Ah me. I love it all! night-the breath of clover-nother spell hath me in thrall clear, I hear a girl's voice call; she stands, my sweet, my all! APH ON MARY, COUNTESS OF DAL-

GOOD AUTHORITY

Pedagog-Benny Bloobumper, how do know that the moon is 240,000 miles dis-from the earth? my (alarmed at the teacher's manner)said so, yourself, sir!-Puck,

Barely twenty minutes elapsed bein collision with the British steamer tween the collision and the sinking of Crathie, bound from Rotterdam for the steamer. A heavy sea was run-Aberdeen. At the time of sending ning, and the wind, which was from this despatch the exact loss of life is the east-southeast, was bitterly cold. unknown, but report has it that it The small boat containing the surviwas enormous. Nearly all the cabin vors tossed about until 11 o'clock in passengers on the Elbe were lost. The the morning. Several vessels were disaster occurred before daylight this sighted in the meantime, but they made no replies to the signals that Dr. Blair's Residence Damaged by morning at a point some thirty miles were set for them. The survivors

were nearly frozen, having hardly any clothing, and their sufferings were intense. Eventually the fishing smack Wild

Flower saw the signals and bore down The first despatch stated that there on the boat. In a short time the surhas been three hundred and fifty pervivors were taken aboard of her, sons on the Elbe and that only ninewhere everything possible was done teen had been saved, the rescued hav for their comfort. They arrived at ing been landed at Lowestoft by

afternoon. Later despatches to the Exchange Henry Hoffman, Grand Island, Neb. company and to Lloyds is in terrible distress over the loss of his wife and son. He pathetically exconfirmed the report of the loss of the steamer and still later it was learned hibited 'to the reporter of the Associthat the Crathie, the steamer that ater Press a gold watch that his wife sunk the Elbe, had put into Maaluis, had slipped into his hand as she part-Holland, in a damaged condition. She ed with him to go to the starboard reported that she had been in collision side of the steamer when the order with an unknown ocean steamer. Towas given. He said: "We left Brewards evening, the agents in this city wards evening, the agents in this city of the North German Lloyd Steamship three o'clock. Our cabin was one of company received the following cable: the second class, and was within six "Most deplorable news from Lowesfeet of the spot which received the toft. It states Elbe sunk through colfull force of the shock. My lision, six this morning. Boat No. 3, child and I were asleep when I was awakened by what seemed to be the with third officer, purser, Engineer Neusell and nineteen persons landed ringing of the gong that was used to

call the passengers to meals. Finding When the news of the disaster be that it was still dark, I jumped ou came generally known, the excitement of my birth, but heard nothing to was intense. Cable despatches were alarm. I went back to my again and immediately heard at once forwarded to all the princirushing of feet and shouting.I seized pal European cities, and soon a flood of return despatches was received some clothing, waked my wife and child, who hurridly dressed, and we all ran along the corridor with the asking for further particulars, which at that time it 'was impossible to obtain. others to the deck. I was knocked The despatches from Germany show down stairs when I reached the top that the news caused the greatest exbut my feet caught on a hook and l citement and sorrow, most of the offi-

managed to save myself from being cers and the crew of the lost steamer trampled upon. The water was then and a majority of the passengers be rushing into the steamer in great torrents. The air was very dark, though It was at first hoped that the re

the sky was clear. The sea was very ports of the disaster had been exag rough. Two boats were lowered. gerated. But as time wore on it was caught my boy and threw him into one of the boats calling my wife to apparent that the first reports of the sinking of the steamer had minimized accompany me. I got into it, but at the moment there was a shout for the horrors of the disaster. Many de spatches were forwarded to Maaluis to the commander of the steamer Crathe women and children to go to the starboard side. Slipping her watch thie, asking him if he had rescued into my hand, my wife left me,

any of the Elbe's passengers. Up to a late hour, however, no answers were received to these despatches, and the received to these despatches, and the belief grows that the Crathie, after in the water, but all save one, Anna Boecker, disappeared. Our boat was the accident, had rather sought her own safety than to rescue the people then shoved off. We saw many of the doomed Elbe. sels, but could not attract their attention. Eventually the signals were From the details now at hand it is

side of Metapolia and had to have assistance sent 'o her and the St. man in charge (Miss Frost), rent, John express for Montreal broke down | fuel and lighting, in addition to the at Harcourt and an engine had to be sent from Newcastle to take her in. appeal to the women of our city for

ST STEPHEN.

Fire. (Special to the Sun.)

St. Stephen, Jan. 31.-At noon today fire was discovered in the fine residence of Dr. F. T. Blair on Union street. Though the flames were soon subdued, great damage was done to the interior, and to the valuable fur-Lowestoft at half-past five o'clock this nishing. The loss is over one thousand dollars; covered by insurance.

LEWIS FOUND GUILTY.

Portland Me Jan 31-The verdict of guilty of murder in the first degree brought in today against James Lewis for the murder of Byron G. Coburn on the night of December 13th last, was a great surprise to everyone who has followed the proceedings of the trial. The general opinion last evening was in favor of acquittal; some,

HAVE GOT THE MONEY.

wife.

(Special to The Sun.) London, G. B., Jan. 31 .- Notwith standing Sir Wm. VanHorne's ridicule there can be little doubt that Charles N. Armstrong and Senator Thibideau the have succeeded in securing \$20,000,000 for the construction of the Atlantic Montreal to Levis on the south shore of the St. Lawrence.

WARD MCALLISTER DEAD.

New York. Jan. 31.-Ward McAllis ter died at his home at 9.30 p.m. He has been failing in health for some time past, and during the past few days has suffered greatly from the grippe

A DICTIONARY RAID.

Some investigating genius has made the discovery that the four longest words in the English language are anthropophagenarian, velocipedestrianistical, transubstantiationableness and proantity They read like a sentence

First Burglar-'Sh! There's a cop on the other side of the street! Second Burglar-Lay low, then! There ain't enough in this job to divide.-

Respectfully submitted, JEANNETTE C. BULLOCK.

OFF FOR DEMERARA.

Rev. W. Eatough and Mrs. Eatough left Wednesday by C.P.R. for Halifax, where they will take the str. Duart Castle for Demerara. They will remain for two or three months. Mr. Batough has been curate of Trinity church for a number of years. A few months ago his health failed and for several weeks he has been unable to take any part in the ser-vices of the church. The total expenses of the trip are farnished by the congregation of Trinity and by a number of Mr. Batough's admirers outside the church. One lady con-tributed \$100, several gentlemen \$25 each, and the members of the vestry gave \$10 each. Mrs. Medley of Fredericton, wife of the late bishop, will remain with Mrs. Chas. Medley, who has been Hving with Rev. Mr. Eatough and wife, during their absence.

HAD HER OWN WAY.

Mrs. Muchwed-I never quarrelled with my her husbands as I do with you. Mr. Muchwed-I've only your word for

Mrs. hushands as 1 oc only your word Mr. Muchwed-I've only your word that. Mrs. Muchwed-If they were here they would not contradict me. Mr. Muchwed-Then I don't wonder you Mr. Muchwed-Then I don't wonder you