

The Lost Elbe.

Wednesday's Catastrophe
the Absorbing Topic
of Discussion.

Contradictory Statements Regarding
the Craithie,

Which is Now Known to Have
Caused the Disaster.

No Children and Only One
Woman Rescued.

Fifteen of the 21 Saved Were Mem-
bers of the Crew.

The Number of the Lost Slightly Reduced
—Miss Boecker's Story—The Vessel
Cost \$1,500,000 and Was
Uninsured.

THE CRAITHIE.

LONDON, Jan. 31.—A dispatch from Lloyd's from Rotterdam says that the Craithie left Maassluis at 10 o'clock on the night of Jan. 19 for Aberdeen, and returned to Maassluis at 1:25 p.m. Jan. 30 damaged. She reported having been in collision with a large unknown steamer, which her officers thought was probably an American liner. The Craithie's stern was completely gone above the water line, having been carried away, but she was perfectly tight, and had made no water. The collision, according to the officers of the Craithie, occurred between 5 and 6 o'clock on the morning of Jan. 30. One of the crew of the Craithie was injured by the collision.

ROTTERDAM, Jan. 31.—The second officer of the steamer Craithie says that immediately after the collision the ship struck by the Craithie burned blue and red lights. Similar signals were returned by the Craithie, his belief being that no assistance was required.

Capt. Gordon, of the steamer Craithie, says the steamer which crashed into the Elbe was lost sight of immediately after the two came together, and it was thought she had proceeded. The Craithie remained in the vicinity for two hours, and then returned to Rotterdam, as it was feared that she could not keep afloat.

It is now ascertained beyond a doubt that the vessel which crashed into the Elbe was the British steamer Craithie (Capt. Gordon), from Rotterdam for Aberdeen. Although the figures of the various statements of loss of life differ, no two being exactly alike, the latest information as to the number of lives lost places it at 274—at least, that is the number missing—and there is very little hope entertained that any of these will eventually be heard from alive.

THOSE ON BOARD THE ELBE.
BREMEN, Jan. 31.—The Elbe had on board 324 persons, of whom 149 were officers and crew, 50 cabin passengers and 125 steerage passengers. Of the passengers 18 were children. The survivors of the Elbe who were brought to Lowestoft by the steam trawler, Wildflower, have nearly all recovered from the effects of their shock and exposure. Miss Anna Boecker, the only woman who is known to have been saved, is the only one not able to be about. She is suffering from nervous prostration, and will be obliged to remain in Lowestoft for several days. The survivors of the Elbe's crew started from Lowestoft for London at 5:30 this afternoon.

CAUSE FOR COMMENT.

A great deal of adverse comment is caused by the fact that of the twenty persons saved from the Elbe, fifteen of them were of the ship's crew, and that the boat in which they saved themselves contained only one woman and no children. Attempts have been made by some of the survivors to account for this, but in no case in a satisfactory manner. Even the solitary woman who was saved was not originally taken into the boat, but was picked up in the water after the sinking ship, greatly against the wishes of some of the occupants of the boat.

The surviving officers of the Elbe are very reticent as to the disaster, reserving their statements pending an official inquiry into the circumstances, but it transpires that an officer of the Elbe saw a green light on the port bow, belonging to an unknown vessel, which, it was alleged, was trying to cut across the Elbe's bows. This light evidently belonged to the Craithie, which is now certainly known to be the ship which struck the liner and sent her to the bottom.

NO INSURANCE.

NEW YORK, Jan. 31.—The North German Lloyd Line carries no insurance on any of its steamships, so that the Elbe will be a total loss, to be borne solely by the company. When the Elbe was launched she had cost about \$1,500,000. The company sets aside a certain percentage each year to provide against accidents, thus virtually acting as its own insurer.

A FRUITLESS SEARCH.

LONDON, Jan. 31.—The Ramsgate lifeboat, which was out fifteen hours in the gale, has returned.
The tug Dispatch returned to Lowestoft this afternoon, having proceeded 45 miles in her search for any persons who may have been fortunate enough to get away from the Elbe in the missing boats or by clinging to the wreckage. The Dispatch reports that nothing whatever was seen of either boats or wreckage. The storm is now raging more wildly than ever, and is impossible that any small boat can have lived in the heavy sea, or if it should have weathered the gale that any of its occupants can have survived exposure to the bitter cold until this time.

EMPEROR WILLIAM'S SYMPATHY.
BREMEN, Jan. 31.—The owners of the gram from the Emperor's aide-de-camp: "The Kaiser and Kaiserine have heard with the deepest emotion of the terrible disaster which has befallen the Elbe, and express their warmest sympathy and condolence."

A SAD TALE.

NEW YORK, Jan. 31.—L. Leidel, a tailor, called at the offices of the North German Lloyd Steamship Company to-

day and asked if his wife and little boy were aboard the Elbe. When told that their names were on the list, and that there was nothing to indicate that they were saved he broke down and cried. He came to this country four years ago from Munich, and prospered at his trade. Four weeks ago he wrote his wife to sell out a little store she was conducting and bring her boy to this country. With 2,000 marks, the proceeds of the sale, she started for America, taking passage on the Elbe.

A STAUNCH VESSEL.

NEW YORK, Jan. 31.—The North German Lloyd steamship Elbe was built at Glasgow in 1881. She was a first-class steamship of over 4,500 tons gross tonnage. She was commanded by Capt. Von Gossel, and had a full and efficient crew on board. The steamship had accommodation for 120 first cabin passengers, 130 second cabin passengers and 900 steerage passengers. The Elbe was built by the Fairfields, and was considered a staunch and good sea boat. She was four-masted, and had an indicated horse-power, which gave her a speed of from 16 1/2 to 17 knots, and she had two smokestacks. Her water-line length was 416 feet, her beam was 44 feet, and the depth of her hold was 38 feet 5 inches.

FIGURES REDUCED.

NEW YORK, Jan. 31.—Up to 8 o'clock tonight the agents had received no news from the home office giving the exact number of souls aboard the ill-fated steamer. At present the figures are: First cabin, 15; second cabin, 33; steerage, 187; officers and crew, 149; total, 334; saved, 20; lost, 314.

A PASSENGER'S STORY.

LONDON, Jan. 31.—When questioned this evening as to the conduct of the crew after the collision, all the survivors of the Elbe wreck agreed that the officers and seamen were very cool and self-possessed.

Eugene Schugel, a second cabin passenger on the Elbe, this evening gave this account of his experience: "When I was awakened by the crash I jumped from my berth, and I found myself in deep water. It took me ten minutes to find my sister. When the women and children were ordered to the starboard side of the boat I led my sister across. The women were crowded together near the rail, shrieking and crying. The crew seemed to be working with perfect discipline. I saw one boat filled with passengers and believed it cleared the ship. I left my sister to go back to the port side, and I did not see her again."

The rest of Mr. Schugel's story does not differ from the accounts given by the other passengers. It was a terrible scene, he said, and he was near the place where the collision occurred. He saw rockets fired from a large steamship and noticed that its lights and those of a small steamship were close together. He thought at the time that there was a collision, but as the Flora's gear was down he could not approach the vessels. The signals ceased in a few minutes. At daybreak he saw in the distance a steamship flying signals of distress and making rapidly for the Dutch coast. He thinks she must have been the Craithie.

THE FOG STORY DENIED.

The surviving officers of the Elbe denounce the fog story of the Craithie as pure fiction. The English pilot, Greenham, said: "It is a black lie. There was no fog. It was quite clear, and the lights of several smacks were visible four or five miles off. The Elbe's searchlight made similar statements. Skipper Snoevelling, of the Yarmouth trawler Flora, which returned to port this afternoon, says that at 6 o'clock yesterday morning he was near the place where the collision occurred. He saw rockets fired from a large steamship and noticed that its lights and those of a small steamship were close together. He thought at the time that there was a collision, but as the Flora's gear was down he could not approach the vessels. The signals ceased in a few minutes. At daybreak he saw in the distance a steamship flying signals of distress and making rapidly for the Dutch coast. He thinks she must have been the Craithie.

MISS BOECKE INTERVIEWED.

Miss Boecker has been interviewed a dozen times today, despite the nervous condition following her experience of yesterday. She speaks English fluently and does not tire of telling her story to the English reporters. She says that she is an orphan, 20 years old, and was returning via Southampton to Portsmouth, where she earns her living as a lady's companion. As the trip was short, she said, "I did not want to be laid down in my berth with my clothes on. I was sleeping lightly when the crash came. Somebody was at my door and must get ready to leave the ship. I put on my hat and jacket, took my watch and money in my belt, and joined the other cabin passengers, who were rushing for the deck. I could not see the ship was sinking. A lifeboat near me was being got ready, and two men who had helped me in the crowd, put me into it. As soon as the boat reached the water it began to fill. I did not believe the water came from the plug-hole in the bottom, but do not know. As the boat sank the other persons in it grasped at the side of the ship, which they clung almost to the level of the water. They clambered up the side to the deck, but I could only cling to the Elbe's rail. After two or three minutes the boat was launched. I worked my way along the side of the ship and grasped one of the oars. A sailor pulled me in with great difficulty and laid me in the bottom of the boat. I did not see anybody else in the water, and the roaring of the wind and waves prevented me hearing the cries of the perishing. As I was flat on the bottom of the boat I could not see the Elbe, but the men in the boat told me when the end came. The waves swept over the ganwale of the boat continually, so the men could not stop bawling her for a minute. There was no rest for them from the time they left the Elbe till we boarded the Wildflower."

NO MORE SURVIVORS.

Fifteen fishing smacks which sailed near the spot where the Elbe lies, arrived at Lowestoft this afternoon. Not one reported seeing any signs of the Elbe or the passengers. Their reports banished the last hope of finding the second lifeboat. A smack, returning shortly after midnight, brought a boat's anchor and logline, but there was nothing to indicate what boat they were from. The customs officers at all ports along the south and east coasts are on the alert to halt and question the skipper of any incoming craft, and the coast guard patrol the shore for miles in the search for wreckage and dead bodies. The wind and the tide would now bring boats to points south of Lowestoft.

A FATHER'S GRIEF.

In an interview given this afternoon Hoffman made this explanation: I heard the captain's orders to send the women and children to the starboard. I have been used to obeying orders, as I have been under military discipline. So I even let my boy go, although he had got into the boat with me. It was the engineer who took him out, and—significantly—the engineer is still alive. The Graphic reporter says: One memory will linger in the minds of all who visited the survivors in Lowestoft. It is the vision of poor Hoffman sitting broken hearted by the fireside and say-

STATE OF TRADE IN CANADA.

CONSUL BRADBEER'S CONCLUSIONS.
An & Co.'s Weekly Review of the Situation.

Marked Change in the Outlook—Quietness Predominant.
TORONTO, Jan. 30.—R. G. Dun & Co.'s weekly statement of trade in Canada is up to last year at date, showing a marked change in the outlook—quietness predominant. The general report is that business is generally a poor month. In the grocery line sugars still hold main attention, and there is a pretty good demand, probably due to the falling belief that the trend in values will shortly be upward. Molasses is firm, first hands holding at 33 cents. Some inquiry is noted from west in points for medium grade. Japan has but little movement, and are slow at the moment.

IN DRYGOODS one or two leading houses are noted, but show little activity at date, the general report is that business is slow. Travelers' letters, however, of ten yards at our rate of speed, and a would have averted it. After we rescued we could not get our ropes and chains and had to cut them. I did not like to hear any commotion or cries for help from the other vessel. One of our stock-ers was asleep at the time and was injured by the broken plates which were forced inward. One of his ears was cut off entirely.

The Graphic has a dispatch from Rotterdam saying that the Craithie was on board ever said there was any fog at the time of the collision.

THE ELBE'S COURSE.

The Elbe's course at the time of the collision is given as south, south west, and her speed was 16 knots. The other vessel was seen approaching from about two and a-half points off the Elbe's port bow. She was showing green and masthead lights, and was steaming apparently west northwest. She ought therefore to have ported her helm and passed under the Elbe's stern.

LATEST FIGURES.

LONDON, Jan. 31.—All the reports received tonight confirm the statements from Bremen that the steamship Elbe carried 149 officers and sailors, 50 cabin passengers, 130 second cabin passengers, and 125 steerage passengers, or 324 persons in all. There are 21 survivors. The lost therefore numbered 303.

SURVIVORS FOUND.

LONDON, Feb. 1.—Six fishing smacks returned to Lowestoft during the night. They were trawling in the vicinity of the disaster to the Elbe, but saw no boats or wreckage. The sea was still falling, and the snow is still falling, and the sea is very high. Jan Vevera, Carl Hoffman, Eugene Schugel, and Miss Anna Boecker, four of the survivors of the Elbe, arrived from Lowestoft to London this morning. The survivor of the crew of the lost steamer visited the German consulate today, where he will probably return to Germany via Southampton tonight.

SEVERE PRESS COMMENTS.

LONDON, Feb. 1.—The Pall Mall Gazette, in a leading article on the loss of the Elbe, says: "Had the Elbe been a penny steamer packed with holiday-makers, we should say nothing; but what shall we say of the loss of a steamship belonging to one of the greatest transatlantic lines, where only 20 lives were saved, if it be of the crew, and a woman among the total number? Even accepting as true the statements of surviving members of the crew, why were they scrambling for port while the boats to starboard? Why were the women and children sent to the starboard when the list of the ship to port made the use of the starboard boats impracticable? It is part of a seaman's duty to be drowned in a case of need in trying to save the lives of passengers."

The greater part of the Paris newspapers' comment on the loss of the Elbe is unfavorable to the officers and crew of the colliding ship, the Craithie.

The Figaro and La Lanterne both denounce the British captain remarking that his conduct was just what might have been expected of an English sailor.

THE CRAITHIE ARRESTED.

ROTTERDAM, Feb. 1.—The North German Lloyd Steamship Company, owners of the steamer Elbe, have arrested the British steamer Craithie by taking preliminary to claiming damages for the sinking of the Elbe by the Craithie. The Craithie is worth \$3,000 without her cargo.

THE QUEEN'S SYMPATHY.

LONDON, Feb. 1.—Lloyd's agent at Lowestoft has received the following telegram: "The Queen is greatly distressed at the terrible accident to the steamship Elbe, and has expressed her sympathy for the condition of the rescued ones and to be informed if there is any chance that there may be other survivors."

He replied: "The survivors of the Elbe are sincerely grateful for Her Majesty's kind inquiry. All of them are able to start for London today. I fear there is no hope now that any more survivors will be heard from."

THE CRAITHIE'S DEFENSE.

ROTTERDAM, Feb. 1.—Capt. Gordon, of the steamer Craithie, has made a report to the Lloyd's representative here in which he says he was knocked down by the shock of the collision of an unknown vessel. When able to get up and reach the deck the ships were some distance apart, and in consequence he is unable to give much information as to the result of the disaster. The vessel which the Craithie struck, he says, was a big steamer with two funnels and four masts. In reply to a question whether he had taken any steps to save the passengers and crew of the other vessel, Capt. Gordon said his own ship was damaged to such an extent that he expected every minute she would go down. He found the other ship, for a short time, but found she went much faster than the Craithie, and therefore he thought she was safe.

A BOSTON manufacturing company recently celebrated half a century of existence by making a distribution of a fund of \$30,000 among its employees on the basis of \$5 for each year of service. Some of the employees have been in the service so long that their shares reached \$100 each.

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are returned to their
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ad in the Advertiser.
See Next Page for Small Ads.

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Our success is due to the fact that we do the finest work for the most reasonable price. Running this department of our immense business in connection with some 35 others, we are able to save all separate expenses of rent, light, heating and fuel—besides buying direct from the makers in Europe, saving all middlemen's profits. This all works to diminish the price. You get the benefit. Orders can be quickly filled this month. The general price for Men's Best Suits from best stuffs are 25 to 30 dollars. The general savings from 5 to 10 dollars a suit. This month and February all go from 12 to 22 dollars, nothing higher. Figure the difference between these figures and what you usually pay. We guarantee a perfect fit.

DRESS GOODS

We are selling and have sold during this month, fully one-third more Dress Goods than last year. Good reason why. Goods that would then have been 75c are now selling at 50c, and 50c goods at 35c, and 40c goods at 20c. Yes, we are selling a full 40-inch All-Wool French Serge at 20c. Ever heard the like before? Come and see it.

SILKS

We have said a good deal about our 25c Silks, and so we should, for the loss is terrific. But it comes to you, and if it is the means of making you better acquainted with this department we are satisfied. Look at these real Japanese Silks, so delicate yet so strong, a unique union of qualities—cream, black, pumpkin, Nile, cardinal, blue, pink. Neither breakable or mussable, these Oriental Silks—crumple your dress and give it a shake and it's all right again. Come and see these.

LINENS

Are you in need. Such little prices as rule here should prove a strong temptation. Where is the woman who does not love to look at (and own) the exquisitely fine snow-white dainty Damask Table Linens that the best Irish manufacturers make so perfectly? Notice these cloths at \$1.50 to \$1.00, every one a bargain—a little bit mussed, perhaps, a little bit finger marked but every one a gem.

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