WHOLE NO. 10105.

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 Members of the Crew.

The Number of the Lost Slightly Reduced -Miss Boecher'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 collis-

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 re-turned by the Craithie, his belief being

that no assistance was required. Capt. Gordon, of the steamer Craithie, says the steamer with which his vesse collided 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, turned to Rotterdam, as it was feared that she could not keep

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 in formation as to the number of lives lost places it at 374-at least, that is the number mising—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 Buecker, the only 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 5:40 this

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 boat had pushed away from the sinking ship, greatly against the wishes of some of the occupants of the boat.

The surviving officers of the Elbe are very reticent in regard 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 as the ship which struck the liner and sent her to

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

A FRUITLESS SEARCH. LONDON, Jan. 31.—The Ramsgate lifeboat, which was out fifteen hours in

the gale, has returned. The tug Dispatch returned to Lowes toft 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 The storm is now raging more wildly than ever, and it 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 Elbe have received the following telegram 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

A SAD TALE.

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 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, had 5,600 indicated horse-power, which gave her a speed of from 16 1-2 to 17 knots, and she had two smakesteeks. Her watershe had two smokestacks. Her water-line length was 416 feet, her beam was 44 feet, and the depth of her hold was 36 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, 137; 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 Schlugel, 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 knee deep in 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, shricking and crying. The crew seemed to be working with perfect discipline. I saw one boat filled with pasengers and believed it cleared the ship. left my sister to go back to the por side, and I did not see her again."

The rest of Mr. Schlugel's story does not differ from the accounts given by the other passengers. It was a terrific rush for life, he said, in the struggle for places in the boat which was picked up by the Wildflower.

THE FOG STORY DENIED. The surviving officers of the Elbe denounce the fog story of the Craithie's officers 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 were visible four or five miles off." The Elbe's seamen made similar statements Skipper Snoeveling, of the Yarmouth trawler Flora, which returned to port this afteruoon, 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 Boecke has been interviewed a dozen times today, despite the nervous reaction following her experience of vesterday. 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, had been visiting relatives in Bremen and was returning via Southampton to Portsmouth, where she earns her living as a lady's companion. "As the trip was so short," she said, "I did not undress, but lay down in my berth with my clothes on. I was sleeping lightly when the crash came. Somebody was at my door almost immediately, calling to me that I 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 see that 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 notice any waves washing over, and I believe the water came from the plughole in the bottom, but do not know. As the boat sank the other persons in it grasped at the side of the ship, which had settled 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 another lifeboat 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 go down, 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 bailing 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 wreck or the passengers. Their reports banished the last hope of finding the second lifeboat. A smack, returning shartly after midnight, brought a boat's rt..der and logline, but there was nothing to indicate what boat they were The customs officers at all ports along the south and east coasts are on the alert to hail and question the skippers of all 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 flotsam 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. have been used to obeying orders, as 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, andsignificantly-the engineer is still alive. The Graphic reporter says: One mem ory will linger in the minds of all who NEW YORK, Jan. 31.—L. Leidel, a visited the survivors in Lowestoft. It tailor, called at the offices of the North is the vision of poor Hoffman sitting broken hearted by the fireside and say-

ing nothing except "My poor boy; mTATE OF TRADE IN CANADA. BRADBEER'S CON-CONSUL

Marked Change in the Outlook-

eather is moving in only small lots.

IN TORONTO.

ndian investors. Several of our

escount of one-eighth, which will

gecies in the United States, and a

oron of this will likely be withdrawn

alss some action is taken immediately

longress that will tend to restore

ondence on the part of foreign lend-

rs. Gilt-edged securities show a ten-

eny to decline, the movement being

ccerated by the rumor of a proposed

ssuof new bonds by the United States Brish consols are off fully 1 per cent,

empared with the price of a week

Flures for the week, 54, as against a r the corresponding week of last

amal Banquet in Toronto-Sir Mac

TRONTO, Feb. 1.—The annual ban-

quof the Press Association was held

las evening in the Rotunda of the

Bod of Trade. There were 135 guests prent. Sir Mackenzie Bowell was

amig the guests of the evening, and

wit Hon. G. W. Ross and Mr. Goldwin

Smh, was down to reply to the toast

of Canada," which was proposed by

Mriohn Cameron, of London. He had,

hower, to leave before this was pro-

post, and was introduced by the pres-

de: after the toast of "The Queen,"

ancsaid a few pleasant words to the

assabled company, who greeted him verheartily. Mr. Goldwin Smith spoke bubriefly. His remarks on the question Canada's future were as follows:

"W have with our five million of peole a country full of resources, and we lay go forward with confidence to

the uture, whatever that future may

be. Our destiny is in our own hands

Wht that destiny may be, the intelligens of the people will decide. After

extenal relations may be, we shall play our art well in the Anglo-Saxon drama,

and n that still greater drama of hu-

marty." Mr. Smith was most heartily

receied. The rest of his speech con-

sistd of reminiscences relating to jour-

alisi. The banquet closed about mid-

MOIR SMALLPOX AT GUELPH.

Presdent Mills' Daughter Stricken-

Greatest Precautions Taken.

GIELPH, Ont., Feb. 1.—Another case

of saallpox has broken out in Guelph.
Miss Pansy Mills, youngest daughter of

Preident Mills, of the Ontario Agricul-

tura College, aged 10 years, has con-traced the disease. She has been re-moved to a small isolated cottage a short

distince from the college. Dr. White-law, the physician attending Swartz and Miss Green, the other patients, is

attending her. The case is a mild one,

and no serious results are expected.

The strictest measures are being used

to prevent any further extension of the

disease. All the college inmates are

kep: rigorously in quarantine. Miss

Green, the other smallpox patient, is

progressing favorably, and Swartz is now out of danger. Dr. Bryce, Provin-cial Board of Health officer, is here working with the local Board of Health.

TWO THOUSAND CHINESE KILLED.

Star from Che Foo says the Chinese

Hai Wei which resulted in the capture

of that place by the Japanese. None of

which are a number of Government workshops defended by strong fort-

nigh.

kenzie Bowell and Goldwin

Smith Speak.

CANADIAN PRESS MEN.

Quietness Predominant.

Consul Bradbeer made these remark on the wreck: The result of the in Situation. quiries so far seem to show that the offi cers took the proper steps to superintend the lowering of the boats. The women were ordered to the starboard side because the injury to the vessel was of the port side. Suddenly the ship canted

the port side. Suddenly the ship canted over. Thereupon the women and childron and childron and a mad rush to port, and be says: The week does not show any sinking it. Another boat was filled with women, and there is a possibility that women, and there is a possibility that so tclear. The boat which carried the survivors was No. 3. It rowed around the starboard and there rescued the survivors was No. 4. It rowed around the starboard and there rescued that the starboard side simply because it was impossible. I do not believe that it was impossible. I do not believe that at first there was excitement or panic at first there was excitement or panic at first there was excitement or panic at first there was were launched to make the country is possibly due to the owing belief that the trend, in values at first there was excitement or panic at first there was were launched to make the country is noted from westle. Then the cry was "Save your solves!"

THE CRAITHIE'S MATE.

THE CRAITHIE'S MATE.

'A statement of the Craithie's mate in drygoods one or two leading houses was telegraphed from Rotterdam this y business is up to last year at date, evening. He says: It was impossible that the general report is that business avoid the collision, although a difference of ten yards at our rate of speed y that stocks in the country are in a would have averted it. After we struck ell-reduced shape as a rule. European we could not get our ropes and chains divices announce some little advance in clear, but had to cut them. I did not hear any commotion or cries for helf from the other vessel. One of our stoking results and hardware are inactive, from the other vessel. One of our stoking results and hardware are being booked in jured by the broken plates which were forced inward. One of his ears was cut urpentine is advanced a point, and off entirely.

off entirely.

The Graphic has a dispatch from Rot-rices also.

terdam saying that the captain and Hiles and leather retain the firmness mate of the Craithie now deny that any standed, but shoe manufacturers are body on board ever said there was any of cutting any amount of stock, and fog at the time of the collision.

THE ELBE'S COURSE.

There are more frequent inquiries in There are more frequent inquiries in collision is given as south, south west, to sales, but no volume of busines is and her speed as fifteen knots. The ampiring other vessel was seen approaching with the approach of Lent, the fish about two and a-half points off the addished is looking up, and stocks of Elbe's port bow. She was showing icked fish are on the small side. green and mast headlights, and was steaming apparently west northwest. She ought therefore to have ported her Th wholesale trade of Toronto this helm and passed under the Elbe's stern. eek has been quiet. The heavy snow orn has seriously interfered with the

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 and 125 steerage passengers, or 324 persons in all. There are 21 survivors. The lost therefore number 303. larlets local dealers are enabled to get litle more for these goods, but sales lost therefore number 303.

NO SURVIVORS FOUND. LONDON, Feb. 1.—Six fishing smacks re estricted. returned to Lowestoft during the night. Some large transactions in Canadian They were trawling in the vicinity of eec wool are reported on United States the disaster to the Elbe, but saw no count, and shipment of about 1,000,000 boats or wreckage. The wind abated ourds are being made. This will somewhat this morning, but the snow is still falling, and the sea is very high.

Jan Vevera, Carl Hoffman, Eugene Schlegel and Miss Anna Buecker, four of the surviving passengers of the Elbe, started from Lowestoft to London this morning. The survivor of the crew of with the lost steamer visited the German be Inited States. the lost steamer visited the German he Inited States. consulate today, where their deposition Ucertainty with regard to the finan-were taken. They will probably return iabutlook in the United States is causng some distrust here on the part of to Germany via Southampton tonight. ans are offering New York drafts at

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 holidayesit in gold importations. Canadian ans have over \$25,000,000 due them by makers we should say nothing; but what shall we say of the loss of a steamship belonging to one of the greatest of transatlantic lines, where only 20 lives were saved, 15 of them of the crew, and only one woman among the total number? Even accepting as true the statements of surviving members of the crew, why were they scrambling to port while an attempt was being made to lower 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 mpracticable? 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 news papers' comment on the loss of the Elbe

s 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 nailing a writ to her mast. This action is taken preliminary to claiming damages for the sinking of the Elbe by the Craithie. The Craithie is worth £8,000 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 will be glad to know the condition of the received ones." know the condition of the rescued ones and to be informed if there is any chance that there may be other survi-

He replied: "The survivors of the all re policies have been decided we mayfeel confident that, whatever our 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 CRATHIE'S DEFENSE. ROTTERDAM, Feb. 1.-Capt. Gordon, of the steamer Crathie, has made a report to the Lloyds' representative here in which he says he was knocked down by the shock of the collision of his ship with what he describes as 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 Crathie 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 followed the other ship for a short time, but found she went much faster than the Crathie. 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 employes on the basis of \$5 for each year of service. Some of the employes have been in the service so long that their shares reached \$150 each.

See the Advertiser

Articles Lost and Found are returned to their owners by a 15-word ad in the Advertiser.

See Next Page for Small Ada.

ILORING

FOR MEN

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

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 persectly? Notice these cloths at \$1 50 to \$10, every one a bargain-a little bit mussed, perhaps, a little bit finger marked but every one a gem.

AGENTS FOR Butterick's * Patterns and **Publications** THE BEST IN THE WORLD.

LONDON, Feb. 1.-A dispatch to the lost 2,000 men in the operations at Wei the Europeans in the city were injured. The Chinese still hold the Island of Lingkurgtan, near Wel Hai Wel, upon

Dundas and Carling Streets.