

AT HOME AND ABROAD.

LONDON, Jan. 30.—The Exchange Telegraph company says the North German Lloyd steamship *Elbe* has been run down off Lowestoft and sunk. Two hundred persons are reported drowned. Only nineteen were saved.

The survivors claim that the unknown ship which rammed and sunk the *Elbe*, and if she had done so a great many lives would have been saved. This, of course, is a matter which cannot be decided until all the facts are brought to light by the court of inquiry. It is not definitely established that the *Crathie* was the offending steamer. There are people who believe the steamer may be foundered. They base their opinions on the fact that the Ramsgate life boat was put to sea yesterday evening in answer to signals of distress supposed to have come from the steamer. But the life boat has not returned and as she got away in a blinding snow storm it is believed she is lost and that the steamer she attempted to assist also went down. Then the word "*Azonia*" is branded on the oars of a boat stranded near Yarmouth, so people say it could not be the boat from which the *Wildflower* rescued the survivors of the *Elbe*. The name "*Azonia*" is not known in shipping circles here.

It seems that neither of the two pilots was on the bridge of the *Elbe* at the time of the collision. The German pilot ceased duty when the *Elbe* cleared from the Weser and the turn of duty of the *Trinity* or English pilot did not commence until the steamship entered the waters of the Isle of Wight.

The surviving officers refuse to say who was in charge of the *Elbe* when the collision occurred; but it is supposed to have been the third officer, Stollberg, one of the survivors. Stollberg is understood to have asserted that the ship which sank the *Elbe* was out of her course, and to have admitted that he saw a green light on the port bow of the *Elbe* shortly before the collision.

Chief Engineer Neussell says the stem of the unknown ship struck the *Elbe* about 150 feet forward the rudder or just about the engine rooms. The engines were not damaged by the collision, but the water soon poured in and, although the steam pumps were put to work in about three minutes, it became useless and the engine rooms were soon deserted for the upper deck.

Later in the day at the request of the agents of the North German Lloyd company, Greenham, the *Trinity* pilot, made the following statement: "When I came on deck with some passengers, Captain Von Goessel was in charge. The first order given was to swing the boats out, but not to lower them until further orders. The next order was for everybody to come on deck and for the crew to go to their stations. Then followed an order for the women and children to go to the starboard boats, in which it was proposed to save them. The first of these orders were given by Captain Von Goessel and repeated by Chief Officer Thelms. The captain was on the

bridge and I believe he went down with the ship.

"The next order I heard given was to lower the boats. There was no confusion whatever, nor was there a panic. Every order was executed with the greatest calmness and promptitude.

"At the time of the collision, there was a high sea running and a strong wind was blowing from east-south-east. It was bitterly cold. The lanyards and boat grips and falls were frozen and the lanyards securing the falls had to be chopped in order to save time, but that would have been done in any case in the event of a collision. The *Elbe* went down about two minutes after we left her side."

The explanation given by the surviving officers as to the proportion of the crew saved to the number of passengers saved is that the following orders were given by the officers of the *Elbe*. The children were to be saved first and then the women and they were to be placed in the boats on starboard where the women and children were told to gather. But almost immediately after these orders had been obeyed, the *Elbe* listed heavily to starboard and the sea swept up to the promenade deck, so the starboard boats were rendered useless. The boat which brought the survivors away from the *Elbe* was one of the port boats and was just to leave the vessel. Acting upon the orders of Captain Von Goessel, third officer Stollberg and the paymaster, who were in charge of this boat, took their seats inside her and then, when the water was creeping over deck, a rush was made for the boat and anybody who could get into it did so. The *Trinity* pilot, Greenham, assisted the crew of the *Elbe* in firing rockets. It is understood that Greenham had been heard to express the opinion that the steamer which collided with the *Elbe* was distinctly at fault as she attempted to cross the bows of the *Elbe*.

All the passengers are understood to have been below and asleep at the time of the collision, and nearly all must have been either drowned below or have met death while seeking to rush up on deck. The man who furnished this information was in such an excited state that little more could be gathered from him than exclamations of horror. He repeated time and again: "It was terrible; it was terrible. The poor women and children went down without hardly being able to utter a prayer. It was terrible. The steamship must be full of dead bodies. They were caught like rats in a trap. I can't tell you any more about it. All I know is I heard a terrible crash and it was followed by an awful sound of rushing water and escaping steam. It was very dark down below where I was, but somehow I managed to push my way on deck. The ship resounded with heartrending cries from all quarters, although the officers seemed to be doing all they could to calm the people. I saw a lot of sailors making a rush for the boat and I joined in with them. Somehow the boat was lowered and I managed to scramble into it, although it seemed to me that a hundred people

were trying to do the same. We pushed some of them away, for it was utterly impossible to load the boat any more and we could see the *Elbe* was doomed. She was rolling terribly and settling down one side in a manner which seemed threatening to turn her over entirely. Somehow or other we got away and a number of people were drowned as they jumped into the sea and swam after us. Of course we could not put back for anybody, or we would have been pulled under by the people already struggling in the water. Some time later, I can't say how long, for I was too horrified to think, the *Elbe* gave a fearful lurch sideways and sank with a bursting sound. It seemed to me as if something blew up on board her as she went down.

I don't know what became of the vessel that ran into us. I saw a light somewhere in the distance and supposed it was here, but I can't say anything for certain. I had a brother on board who was from Germany, like myself. We were on our way to the United States where we have relatives. I do not know how many people were drowned, but I should think at least 300 persons went down in that terrible ship. There was another boat lowered about the same time we got away, but it sunk afterwards. I think it was so crowded it could not float. The chief engineer, who had charge of our boat, is a very nice man and he did all he could for us while we drifted about. He says he is certain a third boat was lowered from the *Elbe* and believes she surely will be able to reach the coast of Holland in safety. He wanted the English fishing smacks to take us to the German coast, but the fishermen insisted upon bringing us here.

A still later dispatch received from Lowestoft about 10:30 p. m. indicates that the disaster is more serious than at first outlined. It is now said there were about 400 people on the *Elbe*, 240 passengers and a crew of about 160, besides a number of cattle men returning to the United States. Of this number it is now announced that five passengers, the first engineer, the third officer, four paymasters, seven seamen and two pilots were landed by the fishing smacks. The remainder went down almost immediately with the ship.

ROTTERDAM, Jan. 31.—Interviews had here this afternoon with Captain Gordon of the steamer *Crathie* and the second officer of that vessel, leave no doubt that it was that steamship which ran into and sank the *Elbe*. Gordon said the *Crathie* at 5:30 a. m. was about thirty-five miles from Waterway. The wind was north by west, half west. It was very dark and the sea and wind strong. "I stood at the bottom of the cabin case," he said, "and was going on deck when there was a heavy shock, and the water began to pour into deck. I ran on deck and saw a large, strange ship lying across the bows of the *Crathie*. After the collision we returned to the spot where it occurred, or as near as we could make out, but were unable to see any signs of the steamer, which, we thought, had proceeded on her voyage. We followed after some time, but lost all sight of her. We waited two hours and then proceeded to Maasvluis. We reached there yesterday and came