

TELEGRAPHIC NEWS.

NEW YORK, Aug. 16.—The steamer *Wieland*, of the Hamburg-American Steamship Line, has just brought news of the collision off Sable Island between the *Geiser* and the *Thingvalla*, of the Thingvalla Line, which occurred at 4 o'clock a. m. Aug. 14. The *Geiser* sank in five minutes after the collision and 103 persons were drowned. The *Thingvalla* was so disabled that she had to put into Halifax after transferring all her passengers to the *Wieland*. The *Geiser* had eighty-six passengers aboard, seventy-two of whom were drowned or killed in the collision and fourteen were taken on board the *Thingvalla*, and then to the *Wieland*. The *Geiser's* crew numbered fifty. Thirty-three were drowned and seventeen were saved. Captain Moller of the *Geiser* was among those saved. The passengers of the *Thingvalla* transferred to the *Wieland* numbered 455.

The *Geiser* left this port August 11th bound for Station and the *Thingvalla* was on her way to this city and was advertised to have been here on August 16th. A very heavy sea and dense fog were experienced through the night, and early on the morning of the 14th the *Thingvalla* struck the *Geiser* on the starboard side amidships. The boats parted then, and within five minutes the *Geiser* sank. The crew of the *Thingvalla* did all they could to save the *Geiser's* crew and passengers while still in doubt as to whether the *Thingvalla* was not dangerously disabled, but owing to the heavy sea only 31 were saved. No other vessel was near at the time. The *Wieland* on her way to this port was 100 miles away. At 11:30 o'clock on the morning of the 14th the *Wieland* was sighted. Signs of distress were made by the *Thingvalla* and the transfer of passengers began. The sea was very heavy but no mishap occurred in the transfer of the passengers.

LIST OF THE SAVED.

Following is the list of passengers saved from the *Geiser*:
 Cabin—Mrs. Hilda Lind, New York to Calham, Sweden.
 Steerage—Johann Larson, New York to Riser, Norway.
 Alfred Anderson, New York to Grimsland, Norway.
 Christopher Eliaser, Chicago to Bergen, Norway.
 Peter Johansen, St. Paul to Gosberg, Sweden.
 John G. Johnson, Iron Mountain, Mich., to Stockholm.
 Paul Olsen, Ironwood, Michigan, to Copenhagen, Denmark.
 Mrs. Wile, Minneapolis to Christiana, Norway.
 John Tenwold, Hudson, Wisconsin, to Thonhdy, Norway.
 Fred Hanson, Perth Amboy to Copenhagen.
 Fens Andersen, Philadelphia to Christiana, Norway.
 Anders G. Petersen, St. Paul to Gosberg, Sweden.
 Lawritz Romerdel, Lansing, Mich., to Copenhagen, Denmark.
 Johan Alquist, Iron Mountain, Michigan, to Orland, Finland.
 List of the crew—Captain, Carl Wilhelm Moller; second officer, Peter Fuders Jorgenson; third officer, Peterson; physician, Dr. Peter Dincks; officers, Bery Louis and Dormorville Deaconer; assistant ensigns, Hans Bertetst, Mat Frank, Oscar Peterson; lampman, Fritz Hohn; sailors, Andros, Gregoren, Youngman and Wildemar Muhldorf; head fireman, Axel Andersen; firemen, Peter Fredericksen, Hans Christensen, Joe Hansen, Julius Nelson, John Albert Elkstrom, Carl Johansen.

The officers of the company were unable tonight to give a list of the lost. Captain A. Albers of the *Wieland* tells

THE FOLLOWING STORY:

"At 10 o'clock on the morning of August 14th, we passed some wreckage floating in the sea and suspected an accident had happened somewhere near us. A little later we sailed through a sea of oil and sighted a broken boat of the *Geiser*. About 11:30 we sighted a steamer to the northwest about six miles off, and seeing she had a flag, of distress up, we ran down to her. It proved to be the *Thingvalla*, and Captain Lamb of that vessel came to us in a small boat and begged us to take off his passengers and those he had saved from the *Geiser*. He said his vessel was so badly injured he was expecting her to sink at any moment. His forward compartment had been completely carried away from half down from the deck to below the water line. We sent out three of our boats and the *Thingvalla* lowered hers and in five hours we had transferred the saved passengers and crew of the *Geiser* and also 455 passengers of the *Thingvalla*. The sea was very rough and the work of transferring the passengers was very great. The immense hole in the *Thingvalla's* bow was then patched up as well as possible and she started for Halifax."

The collision so far as known was caused by a fog, and the chief officer of each vessel was on deck at the time of the collision.

Third officer Peters told much the same story of the occurrence.

"He said the fog was very dense. Through the night rain had fallen at intervals, and the first we knew of the vessel's approach she was upon us. She appeared on the starboard side. Both vessels attempted to steer off at once. The *Geiser* was struck opposite the engine room amidships. The *Geiser* being heavily loaded was low in the water. He heard the bell ringing in the *Geiser's* engine room, but could not tell what the order was. Officer Peters ran on deck as soon as he heard the bell ringing again. This time it was to back, and the steamer had just commenced to back when the *Thingvalla* struck her.

The *Geiser's* whistle was blowing at the time Second Officer Jorgenson jumped for the *Thingvalla*, when they struck, and he was hauled on the *Thingvalla's* deck by

some of the latter's crew. One of the *Geiser's* passenger's was picked up with a broken leg."

As soon as the *Wieland* arrived in the

LOWER BAY,

Captain Moller, of the *Geiser*, left the steamer on a revenue cutter. He went directly to the office of the agents of the company, where he was closeted a few moments with the agents. He only left word that the accident was due to bad weather and left without stating his destination. The rest of the *Geiser's* crew were taken to the Hotel Denmark on the arrival of the *Wieland*. Twenty-four passengers and crew of the *Geiser*, under charge of Second Officer Jorgenson, arrived at the Hotel Denmark. They were brawny fellows, curiously attired, and but few had either coats or stockings.

Second Officer Jorgenson gave a graphic description. He said:

"I was asleep in my bunk when I felt the shock, and I immediately went on deck. Taking in the situation at a glance, I ordered all hands on deck. Then I swung myself off on the bow of the *Thingvalla* and scrambled to her deck. The doomed craft sunk gracefully, stern first, with her bow in the air. Most everybody was sound asleep, and when she began to fill I could hear the groans and heart-rending screams from below. Those who reached the deck made frantic efforts to cut down the boats, but they were too excited to be successful. They finally grabbed up different pieces of wood and jumped over the side of the vessel."

ANNAS WIELIE,

a civil engineer of Minneapolis, one of the passengers of the *Geiser*, said:

"About 4 o'clock Thursday morning I was awakened by a slight shock, and thinking we had struck a wreck, I went on deck just as someone shouted 'she is sinking.' I found the vessel had been struck on her starboard side about midships. There were at that time four or five men working at the boats. I had a cork jacket on and felt comfortably safe, so I called to the people down stairs and then watched the boat sink. As she went down I stuck to her and was carried down some distance and soon I felt myself shooting through the water impelled by my cork jacket. I was on top of the water for perhaps half an hour. I climbed on the keel of a small boat floating upside down, and was finally picked up."

Dr. A. Gwein, a young dentist, who is on his way to Philadelphia to complete his studies, was among the *Thingvalla's* passengers. He made the following statement to an Associated Press reporter:

"The voyage was uneventful until early Tuesday morning. I had left my berth, and looking out saw there was a dense fog prevailing. I could hear our steam whistle blowing, but heard no other signals. It was exactly 4:30 o'clock when I was hurried to the floor of my stateroom. There was a terrific crash, and I knew instinctively a collision had occurred. I ran to the deck and found we had run into the steamship *Geiser*. As I reached the deck the *Thingvalla* drew out of the breach she had made in the *Geiser's* side. Captain Lamb, of the *Thingvalla*, was in his berth when the accident occurred. He was one of the first to reach the deck of the *Geiser*. His arm was broken two weeks ago and he was in his berth when the *Thingvalla* crashed into the *Geiser*. He managed to climb aboard the *Thingvalla* as she drew back. He was not so much as touched by the water. The *Thingvalla's* crew did all they could to rescue the unfortunates and obeyed orders promptly. The *Thingvalla's* upper deck was not injured but her bows were broken in from a point ten feet below deck. The dent was about 25 feet in length and ran back above and below the water line to the bulkhead. It did not seem for that bulkhead the *Thingvalla* would have gone down like a shot. Captain Lamb, First Officer Peterson and Third Officer Jorgenson were on the *Thingvalla's* bridge at the time. I afterwards learned that Captain Moller, of the *Geiser*, had gone to bed, and left First Officer Brown

IN COMMAND

of the vessel. Brown was lost. The lifeboats were promptly launched from the *Thingvalla* and the work of rescue began. Some of the *Geiser's* passengers and crew had reached their boats, but most of them were picked up from improvised crafts, chick on coops, camp stools and anything else that would suit. The survivors had to hurry, as the *Geiser* went stem first about five minutes after the crash. The most wonderful escape was that of Assistant Engineer Bertheisen. After the *Geiser* had gone down and it was known that there were no passengers in any of the lost steamer's boats, he had the bow of his own vessel protected as far as possible with straw mattresses and other material to prevent the water from entering. Distress signals were sounded and the ship laid to for daylight. The day lifted at 5:40 a. m. Between 10 and 11 o'clock the steamship *Wieland* of the Hamburg-American Packet Line was sighted. She bore down upon us and laid to within a short distance of our vessel. Captain Lamb got in a boat and went to the *Wieland*. Captain Ellbers of that vessel readily consented to receive the rescued passengers and the crew of the *Geiser*. The work of transferring was accomplished with only a single accident. A fifteen-year-old boy whose name I did not learn had his leg crushed. He was one of the *Thingvalla's* passengers. A number of her complement were also taken aboard the *Wieland*. The sea had become somewhat rougher by this time and there were many lively scenes as children and elderly passengers were lowered in slings to the boats. Able-bodied passengers and the crew used the ship ladders. As we reached the *Wieland* the last of the *Geiser's* abandoned life boats floated out of sight. There was no fault to be found with the manner in which we were treated aboard the *Wieland*. Nothing was too good for us. Even the passengers divided their clothing with the unfortunates from the *Geiser*.

Captain Albers of the *Wieland* upon reaching quarantine telegraphed

THE FIRST INTIMATION

of the disaster to Captain E. Bardenbuser, general superintendent of the Hamburg lines. Arrangements were at once made for the reception of the rescued passengers in New York. Sur-

vivor of the Port Beattie and his assistant, John Whelan, together with the agent of the "Thingvalla" line, met the *Wieland* as she reached her dock at Hoboken.

The *Geiser* was one of the four vessels owned by the Thingvalla line, and was considered their crack ship. Most of her passengers were western people, who were booked by A. Morton, Son & Co., general agents of the line at Chicago. The following is the best

LIST OF THE LOST

which could be obtained tonight. It is made by striking off the names of those saved from the list of passengers as stated in the books of Passenger Agent Jensen. It will be seen that the total number of names in the list of lost is seventy-eight, six more than it did contain, as there were only eighty-six passengers aboard, and fourteen were saved. Captain Geo. N. Hammond, mentioned among the lost cabin passengers, is said to be an old shipmaster, hailing from California.

Cabin passengers—(Jensen L. Hammer, Captain George Irenfeld, Bertha Lind, two children and Mrs. Hilda Lind; Melberg, J. C.; Olsen, Albert; Seehus, Mrs. Ellen, Chicago, wife of the editor of *Skandinavia* an *Seelborg*-child.

Steerage passengers—Anderson, Amadum; Anderson, Andrus; Anderson, Johanson; Anderson, Louis; Anderson, Magnusberg; Mrs. Elizabeth Bergstrom and child; Hilda Bockstund, J. Boath, C. Carlson, C. Christensen, Mrs. Charlene and two children; Christophersen, Ole; Frederickson, Mrs. Julia and two children; Gabrielsen, Soren; Gulliksen, Kittle; Gustavsen, J. and child; Hanson, James; Hanson, Pete; Hanson, Mrs. Karen; Hansen, Mads; Incebrigtsen, Andrew, wife and child; Jelm Johansen, Karis Johanson, Mrs. and infant Johnson, A. G. Johnson, Mrs. John H. and infant Johnston, J. G. Josephsen, Maria, 11 years old, sent back alone to relatives in Sweden, Knudass Gius, Knudsten Christen, Knudsen Christina, sister of above, Kosterup, Mrs. Bertha and child, Lies O. H. Lind, A. J. S. Juntetraw, Wm. Lund Astrid, Marganne, Mrs. Ida and child, Miller Peters, Marston Peter; Hansen Nelson Ellen; Mima Nicolina; Orlander O. W. Olsen Helga; Petersen Mrs. Ann; Petersen, E., wife and child; Randbin I. Soderholm Andrew; Sorensen Fred; Stromberg T. E.; Stevenson Mrs. Ann and friend; Thompson Anna; Taneberg Carl E. and wife; Wicker Mrs. Ann and child.

Officers and crew—Brown Henry; First Officer Grigerson, Purser Foss Aksell; Chief Engineer Larsen, First Engineer Hansen, Third Engineer Severson W., Assistant Engineer Raum, Copenhagen; a young student in officers' mess, seven men in engine room, ten sailors, catering department stewards, stewardess and cooks. Ten in all. Total crew lost, 35.

These are the latest and best estimates of the lost. The *Geiser* was an iron screw steamer of 1818 tons burden. She was 321.4 feet long, 30.3 feet beam and 22 feet depth of hold. She was built at the yards of Burmeister & Wain at Copenhagen in 1881. She had three masts and was fitted with compound inverted engines with four cylinders of 36 and 72 inches diameter and 42 inch stroke.

DUNLIN, Aug. 16.—Eleven persons were arrested today in connection with the eviction of Farmer Somers of Coolree, who offered a strenuous resistance all day. Somers had fortified his place with earthworks and trenches. Before operations were begun he made an offer which the magistrate advised the landlord to accept. The landlord, however, refused to accept the offer. Two hundred policemen, with the aid of a battering ram, then began the attack. After three hours of useless conflict an American gentleman offered to pay half of the rent, but his offer was refused. The police then resumed the attack, using their bayonets, but they were compelled to retire, many being injured. At 6 p. m., seeing the gable was on fire, Mr. Redmond Canon Doyle advised the inmates to surrender. The defenders came out and were arrested.

LONDON, Aug. 16.—A dispatch from Saikim to the *Times* says: "Reports concerning the presence of a white man in Bahr El Gazelle district are confirmed. He is known as Abu Signa and has a force of enormous strength, including a large number of half-naked men probably from the Miam country. This is a strong point in favor of the idea that the white man is Stanley. The Khalifa of Khartoum has sent a force of 6200 men against him. Bagus of Abyssinia has sworn to capture Khartoum and the Khalifa is greatly alarmed."

WASHINGTON, Aug. 16.—An official bulletin from Jacksonville, Florida, says: No new yellow fever cases the past 24 hours. Surgeon-General Hamilton has informed the surgeon in the marine hospital service who applied for leave of absence, that no more leaves will be approved at present, as all the officers of the service are needed at their respective stations in view of the emergencies that may arise.

The Florida delegation today requested the President to authorize the immediate use of the unexpended balance of the epidemic fund, amounting to \$150,000, in suppressing the yellow fever in Florida. The President said he would consider the matter.

KANSAS CITY, Aug. 17.—Chief Mesquite, of the Kickapoo, his squaw and five children were killed by lightning yesterday.

LONG BRANCH, Aug. 17.—At Navesink, yesterday, Adolph Harmon tried

to kill his mother-in-law, then shot his wife through the head, and then killed himself. Cause unreasonable jealousy.

NEW YORK, Aug. 17.—Absence of news from the *Thingvalla* is causing considerable uneasiness. If as reported she started for Halifax, she should have reached here before this. It is thought barely possible she is making for this port. On the other hand she may have been picked up and taken in tow, either by the Allen steamer *Caspian*, from Liverpool, or the Red Star steamer *Parthia* from St. Johns, N. F., both of which are due at Halifax.

HALIFAX, Aug. 17.—The *Thingvalla* was sighted coming up the harbor at 8:30 a. m.

The *Thingvalla* reached the pier three hours after being sighted. Capt. Gault was asleep at the time of collision. His statement furnishes nothing new.

PORT MONROE, Va., Aug. 17.—The federal health officer has quarantined the steamer *Athens* from Pensacola with evidences of yellow fever infection on board.

GREENFIELD, Mass., Aug. 17.—Deacon Lovering, aged sixty, and his sister, Mrs. Richardson, were instantly killed by lightning at midnight. The farm house and outbuildings were burned.

HALIFAX, Aug. 17.—The *Thingvalla* presents a strange spectacle, with nearly the whole of her bow torn away, leaving an immense hole exposed to view. The long pier bows hangs over the hole, which reaches back into the sides of the ship over fifteen feet. The projecting pier hangs over the water like an outstretched arm, and shows where the powerful iron plates were broken through and snapped off as if cardboard. The wonder is expressed that she ever reached port. The disabled vessel will discharge her cargo and then be repaired. She will be here probably two months. After repairing she is to reload and proceed to New York. Captain Lamb has imposed silence upon his seamen as to the disaster, but has himself prepared a statement of the details of the collision as he knew and saw it. It is much the same as those told by the other seamen yesterday. He says the scene as soon as the *Thingvalla* backed away from the *Geiser* was a frightful one. "I cannot attempt to describe it," said he. "Some of her passengers were rushing madly about the deck while others crowded in several small boats in the water. I believe many passengers must have been killed in their bunks by the force of the collision and never knew what happened. As the steamer plunged beneath the water she capsized the boats that had got away. The air was rent with the

AGONIZING SHRIEKS

of the drowning. Most of the people probably went down with the *Geiser*. They were followed soon after by the ill-fated souls in the boats who must have been sucked under as the ship sank. The cries of the dying still ring in my ears. Three of our boats were already launched, and trying to save as many as they could from the *Geiser*, but it was slow work, as comparatively few managed to keep afloat. At the steamer's disappearance, three boats were all we could get out in the minute we had, and I didn't know but what we might have wanted the remaining ones for ourselves. The two vessels were not more than 100 or 150 yards apart when the *Geiser* went down. The screams of the drowning lasted perhaps two minutes, and then suddenly all became quiet. Our three boats returned loaded with the saved who had been picked up. I sent them back to continue the search for survivors, but they returned with only the corpse of a woman. We provided the survivors with dry clothes, hot coffee and wine, and made them as comfortable as possible while attending to the injury of ourselves. The day was just beginning to break when the collision occurred. It was raining. A second officer told me just before that it was not foggy. In my opinion nearly all the people on the *Geiser's* deck and boats

SANK WITH THE STEAMER.

Everything we could do possibly to save them was done. After the *Geiser* disappeared we began jettisoning the cargo to keep the *Thingvalla* afloat. The crew and passengers worked side by side, throwing overboard that which was brought out of the hold. What was jettisoned consisted solely of wool, pulp and provisions. There was not much wood, but a heavy sea. Between 9 and 10 o'clock we reached the forward bulkhead, and then stopped throwing the cargo overboard and got to work shoring up the compartment. At 9 o'clock the steamer *Wieland* for New York hove in sight and we transferred all the rescued passengers as well as our own 400 passengers to her. The *Wieland* proceeded about 3 o'clock in the afternoon leaving us also steering for New York. We continued to work shoring up the compartment but after awhile on account of the wind and the sea increasing we found it impossible to keep on for New York and decided to head for Halifax. At this time it looked very much as if we might sink, and some of the crew had refused to work wanting to be transferred to the *Wieland* before she left us. We went as slow as two knots and sometimes found that two much. We just had to crawl. On Wednesday afternoon

A FISHING VESSEL

hove in sight and we bore down for her. She proved to be the schooner

Capit of Lohave, Captain Cleversey, and I engaged him to stand by and accompany the steamer to Halifax, so as to be able to help us in case she should go down. Last night was so heavy I had to turn the steamer around and run stern foremost and steering by the schooner, which was connected by a hawser with the steamer's bow. We ran against the wind this way all night. We did not know on the *Thingvalla* what steamer we struck till the second officer of the *Geiser* jumped on our decks. When I reached the deck immediately after the shock, the lights on both steamers were burning. I am certain the *Geiser* had been seen by our first officer several minutes before the collision. She was nearly straight ahead but a little on the port bow. She starboarded to get out of our way and we parted. She should have ported likewise."

From Captain Lamb's statement of the disaster it would appear the fault lay with those on board the *Geiser*, who put her to starboard instead of to port. The *Geiser's* officer who was on watch at the time of the collision was among those who perished. Captain Lamb himself, does not express an opinion on the cause of the disaster.

THE INVESTIGATION.

NEW YORK, Aug. 17.—The Danish consul has concluded that the investigation into the sinking of the *Geiser*, will be held in the courts in Copenhagen, and not here. As first estimated, the loss on the *Geiser* is \$355,000, and cargo \$12,000.

VALLEY FIELD, Quebec, Aug. 17.—A fearful thunder storm visited this section last night, accompanied by strong winds and forked lightning. Houses and barns were swept away, and cattle and horses carried off. So far five men are known to be killed.

VIENNA, Aug. 17.—A terrific rain and wind storm devastated Upper Austria, doing great damage to crops and orchards. The ground is covered with dead cattle and birds.

TANGIER, Aug. 17.—The Emperor recently, at the request of the rebels, sent Prince Muley to receive their submission. The prince had an escort of cavaliers. The insurgents ambushed them and massacred Muley and the whole force in revenge upon the Emperor for killing the delegates sent by the insurgents to treat for peace, and for whom the Emperor promised safe conduct.

NEW YORK, Aug. 17.—A dispatch from New Iberia says a certain class of immoral characters being ordered away, many took refuge at Breetown, a village composed entirely of negro families. Here 500 to 600 mounted and armed themselves. Then the residents and property owners of this section collected, and finding a large body of armed negroes, demanded a surrender of their arms. A number accepted the terms. Thursday morning fifteen armed negroes took possession of the colored minister's house, refusing to surrender. The whites hearing of this sent a message with a command that they lay down their arms within twenty minutes. The negroes again refused. At the expiration of the time a volley was fired at them which soon became general, the fusillade lasting nearly an hour. Finally F. P. Smith, a white man, was shot dead. The negroes became panic-stricken and fled. When the fight was over the bodies of eight negroes were found in the house and five others outside. It is rumored that three or four more were killed.

OTTAWA, Ill., Aug. 17.—The details of a terrible tragedy at Prairie Center reached this place today. A dance was given by a number of Norwegians. Whisky flowed freely and all were more or less intoxicated. About midnight, two young men got into a fight over a partner for a dance, and one of them was stabbed. The men present took sides, and revolvers and knives were used freely. Eight are reported either shot or stabbed, four of whom may die.

MADRID, Aug. 18.—A military conspiracy has been discovered. Several sergeants and privates have been arrested. A strict watch is kept upon suspected men in the garrisons at Saragossa and Lerida.

NEW YORK, Aug. 18.—Reports from Freetown indicate that more than twenty negroes were killed on Thursday by the Regulators and several others severely wounded.

ST. LOUIS, Aug. 18.—A special from Cheyenne, Wyoming, says: An attempt was made at 9 o'clock this morning by masked men to rob the Union Pacific east bound overland passenger train at Dana station, near Rawlins. Three masked men covered the engineer with revolvers and compelled him to throw up his hands. Brakeman Frank Tillman grappled with one of the robbers and the express messenger came to the rescue. The masked marauders were put to flight after thirty or forty shots had been exchanged. Fireman Nash and brakeman Tillman were seriously wounded. The former is shot in the hip and arm and the latter in the side. One of the robbers was dropped but carried off by his pals. The sheriff of Carbon County and a posse are in pursuit.

WASHINGTON, Aug. 18.—It is hinted about the Capital today that some statistics have been collected which have already given rise to much uneasiness among the tariff reformers, and calculated to create a sensation if officially published. It is said these statistics will show that the revenues of the government for the current year will exceed the expenditures contemplated by the various bills making appropriations by not more than \$17,000,000. As several of the bills carrying large appropriations, although