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LAST NIGHT'S NEWS.

Appalling Collision at Sea—A Steamer Sunk and Over 100 Drowned.

A White Man in Africa, Supposed to be Stanley, Heard From.

Continuation of the Immigration Investigation—Why Wages are Reduced.

Political News, and Proceedings in the Senate and House.

By Telegraph to the News.]

OVER ONE HUNDRED DROWNED.

Appalling Results of a Collision at Sea.

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 105 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 Stetion and the *Thingvalla* was on her way to this city and was advertised to have been here on August 15th. A very heavy sea and dense fog were experienced through the night, and early in 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 12:30 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 Calsham, 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.

Ers Wilse, Minneapolis to Christiana, Norway.

John Tenwuld, Hudson, Wisconsin, to Thondhjey, Norway.

Fred. Hanson, Perth Amboy to Copenhagen.

Fens Andersen, Philadelphia to Christiania, Norway.

Anders G. Petersen, St. Paul to Gosberg, Sweden.

Lawritz Romerdehl, 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 Destaconer; assistant engings, Hans Betetsin, Mat Frank, Oscar Peterson; jammman, Fritz Hohn; sailors, Andrea, Gregorsen, Youngman and Wildemar Muhldorf; head fireman, Axiel Andersen; firemen, Peter Frederickson, 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 15th, 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 Petens 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 found 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 hurled to the floor of my state room. 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 27 feet in length and ran back above and below the water line to the bulkhead. Had it not been 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. 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, chicken 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 Berthelsen. After the *Geiser* had gone down and it was known that there were no passengers in any of the lost steamer's boats, he found 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 Elbers 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. Bardenhauser, general superintendent of the Hamburg lines. Arrangements were at once made for the reception of the rescued passengers in New York. Surveyor 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—Clusen L. Hammer, Captain George Irenfeld, Bertha Lind, two children and Mrs Hilda Lind; Melberg, J. C.; Olsen, Albert; Seebus, Mrs. Ellen, Chicago, wife of the editor of *Skandinav an Sodborgsthild*.

Steerage passengers — Anderson, Amandam; Anderson, Andrus; Anderson, Johansen; Anderson, Louis; Anderson, Magnusberg; Mrs. Elizabeth Bergstram and child; Hilda Bockstund, J. Boath, C. Carlson, C. Christianven, Mrs. Charlane and two children; Christophersen, Ole; Frederickssen, Mrs. Julia and two children; Gabrielsen, Soren; Gullicksen, Kittie; Gustavesen, J. and child; Hanson, James; Hanson, Pete; Hanson, Mrs. Karen; Hansen, Mads; Ingebrightsen, Andrew, wife and child; John Johansen, Karis Johnson, Mrs. and infant Johnson, A. G.; Johnson, Mrs. John H. and infant; Johnsken, J. G. Josephsen, Maria, 14 years old, sent back alone to relatives in Sweden; Kloldass Gina, Knudsten Christian, Kundsen Christina, sister of above; Kostrapie, Mrs. Bertha and child, Lies O. H. Lind, A. J. S. Juntstraw, Wm. Lund Astrid, Maugrane, Mrs. Ids and child, Miller Peters, Marston Peter; Hansen Nelson Ellen; Mims Nicolina; Ornauer O. W. Olsen Helga; Petersen Mrs. Anu; Petersen E., wife and child; Randbin H. Soderbelm Andrew; Sorensen Fred; Stromberg T. E.; Stevenson Mrs. Ana and friend; Thompson Anna; Tuneberg Carl E. and wife; Wicker Mrs. Ana and child.

Officers and crew—Brown Henry; First Officer Grigerson, Purser Foss Aksell; Chief Engineer Larsen, First Engineer Hansen, Third Engineer Sevensen 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 324.4 feet long, 39.3 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.

The Australian Parliament.

BRISBANE, Australia Aug. 16.—The governor in opening the Australian Parliament announced, he would support the Canadian Pacific cable.

To Assist Parnell.

LONDON, Aug. 16.—At a meeting of the Liverpool Reform Club today it was resolved to start a fund to assist Parnell in meeting the expenses of his action against the *Times*. It is intended to make the movement a national one. Many prominent Gladstonians attended the meeting.

Sons of Veterans.

WHEELING, W. Va., Aug. 16.—At to day's session of the national encampment of sons of veterans, the constitution was revised and amended, and resolutions of regret at the death of General Sheridan adopted. An important pension resolution was introduced, recommending that all Union soldiers be pensioned who are disabled from any cause.

THAT INVESTIGATION.

The Reduction in Wages Accounted For.

NEW YORK, Aug. 16.—The immigration investigation was resumed today. Julius Oppenheimer, manufacturer of cloaks, informed the commissioners that three-fourths of his employees were females. The sexes were about equally divided now. The wages are at present 10 or 12 per cent. lower than ten years ago. He didn't think immigration had anything to do with this.

This line of examination was suspended while Congressman Ford interrogated witness as to why Marion Preston, who gave testimony before the committee, was discharged. The explanation was that his partner, Willinski, got excited after reading the evidence given by her, and upon the impulse of the moment discharged her.

"What was there in the girl's testimony that excited your partner?" asked Ford.

"Well, I don't know. She mocked Mr. Willinski's way of talking," said the witness.

"Was her testimony true?"

"She told the truth, but she made fun of the way my partner talks," said Oppenheimer.

The most interesting testimony given today was that of Samuel Gompers, president of the American Federation of Labor.

Chairman Ford asked him his opinion on the present excessive immigration. His opinion summarized was as follows: He considers unhealthy and forced immigration a curse to the workingmen. Voluntary immigration he could not find fault with. Gompers said four years ago when the times were hard in Poland and the Jews were being persecuted, the Hebrew charity organizations were formed here and helped thousands of Polish Jews to this country. They were given employment in cloak and cigar factories. The result was Americans were crowded to the wall as the foreigners worked for very low wages. Witness said that the charitable men made money on their investment and wanted the people to believe that they were unselfish. The present condition of American cigar makers was deplorable, and all on account of immigration. In this city 70 per cent of the cigar makers are aliens who never could learn to speak English in twenty years, and the condition of affairs was reversed. American cigar makers were compelled to go into other business. Witness was certain the females who testified would be discharged for so doing. The furniture workers also suffered from enforced immigration, their wages having been reduced from 24 to 50 per cent in the past six years. The same state of affairs exists among the tailors from the same causes. The coal miners suffer from enforced immigration of Hungarians. Witness used the phrase "pluck me" to describe the stores where the miners were compelled to buy their supplies because the proprietors were interested in the stores. Miners' wages had fallen 50 per cent while coal was as high as usual.

Herman Stein, flannel shirt manufacturer, said the testimony given before the committee by Mary Berk, that witness was in the habit of importing foreigners to work in his factory was basely false. "The only true statement she made," said the witness, "was that I reduced the wages one-half a cent a dozen, and I'll tell you now that we were going to raise the wages again. She was an agitator in the shop and I was glad to get rid of her."

Mary F. T. Brice said she worked at button-holes and only earned forty cents a day by using her needle from 5 o'clock in the morning till 10 o'clock in the evening. She shares with three families four rooms, for which $15 a month is paid, there being fifteen persons living in the apartments.

White Caps.

CORYDON, Indiana, Aug. 16.—Attorney-General Michener arrived here today and consulted with Circuit Judge Zener and Funkrell regarding the proposed prosecution of the White Caps. A prominent attorney said the people did not wish to prosecute the raiders, that there were worse evils in the state calling for Governor Gray's attention and that criminal cases in this county were almost unknown. There has been a number of attempts made in this (Harrison) county to punish regulators in the last ten years, but there never had been a conviction. Attorney General Michener tonight says from all he can learn there is no organized band of White Caps here. There are occasional outbreaks but they are merely local, inspired by local feeling against fellows in a community who have made themselves obnoxious by their bad conduct. Farmers and citizens would club together and take such a person out and give him a flogging as the best and cheapest means of punishment. Corydon is a pleasant little town of 1200 people with an air of security, refinement and intelligence about it. The people are law-abiding and regret much that the White Caps in the adjoining counties are bringing Harrison County into disgrace. The principal scene of White Cap outrages is Crawford and Perry counties. The investigation will begin in Crawford County.

Retiring in the Boodler.

CHICAGO, Aug. 16.—C. F. Gunther, of this city, returned today from a trip to Alaska. He stopped on his return at Banff, where the famous boodler, Treasurer McGarigle of Chicago, is now living. Banff is on the Canadian National Park Reservation and has a most picturesque location. Near the river, between the Banff Spring hotel, built by the Canadian Pacific Railroad and the Spring House, is a new hotel. This was built by a Dr. Brett and McGarigle has made a separate improvements since he took hold. He is the picture of health, and is well thought of and quite popular. "I had quite a talk with him. He says that his own accounts as warden of the hospital were perfectly straight, and he defies the world to find anything wrong with them. He says he was arrested on the supposition he would squeal on his friends. Rather than testify against them or go innocently to the penitentiary he ran away."

Eleven Arrested.

DUBLIN, Aug. 16.—Eleven persons were arrested today in connection with the eviction of Farmer Somers of Coolroe, 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. Redmend Canon Doyle advised the inmates to surrender. The defenders came out and were arrested.

Is It Stanley?

LONDON, Aug. 16.—A dispatch from Saukim 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 600 men against him. Bagus of Abyssinia has sworn to capture Khartoum and the Khalifa is greatly alarmed.

The Pope Unwell.

ROME, Aug. 16.—The Pope continues unwell. The utmost secrecy prevails regarding his condition.

WASHINGTON NEWS.

Navy and Army.—The Major-General.

WASHINGTON, Aug. 16.—Computations of the effect of the changes made by the conference committee in the naval appropriation bill have been completed showing the total appropriation carried by the measure as it comes from the conference $19,933,224. As it came from the House the bill appropriated $20,003,074 which the Senate increased to $20,198,34. While the items for the increase of the navy remain changed in substance the amount of money appropriated for that purpose during the present year has been but slightly reduced.

THE MAJOR-GENERAL.

The Senate committee on military today authorized the chairman to prepare a bill giving to the major-general of the army all the rights, privileges and powers that have been enjoyed by the general and Lieutenant-general when those offices existed. This action is taken so as to enable the Major-General to fill those special assignments which by law fall to the head of the army, and which are not provided for otherwise by statute.

THE FORTIFICATION BILL.

Notwithstanding the fact that the House today passed the fortification appropriation bill Chairman Townshend, of the military committee, intends to push the report of the conferees on the army bill, which embodies the provision for the coast armament, inserted by the Senate. A report must first be made to the Senate, but Townshend is hopeful of getting it before the House in a day or two. He says in his opinion there will be no appropriation for fortifications this year if the House fails to concur in the conference report, as he is satisfied the bill passed today cannot become a law.

PRESIDENT OF HAYTI.

The State Department received a cablegram from Consul Reimer announcing the arrival at Santiago de Cuba of President Salomon of Hayti, on board an English war ship.

Ross' Challenge.

NEW YORK, Aug. 16.—Duncan C. Ross, the well known swordsman, is anxious to meet any man in the world in a broadsword contest. He has deposited $250 with R. K. Fox as a forfeit. The challenge is directly pointed to Lieut. C. C. McKinney of the United States army and Major McGuire of St. Louis, but whoever covers the forfeit will be accepted. The match, however, must take place outside this city.

Roughs Attack Sailors.

NEW YORK, Aug. 16.—Four hundred young seamen from the man-of-war *Minnesota* went on an excursion up the Hudson today. A lot of roughs were also on the boat and after drinking heavily began to pick on the sailors. A row was started and the fighting became general. Clubs, dishes and irons flew every way. Master Alex. Arms Graham was knocked senseless Knives were drawn and cutting more or less severe began. Finally the superior training and discipline of Uncle Sam's boys caused the roughs to retreat in great disorder. Seven men were arrested. Many were badly injured, as were also ten or a dozen of the sailors.

Yellow Fever.

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.

Political Notes.

WASHINGTON, Aug. 16. — George Jones, chairman of the national committee of the greenback party, has issued a call for a national convention. The party is to meet at Cincinnati in September, 1888, to nominate candidates for President and Vice President.

HUNTINGTON, Aug. 16.—The democratic state convention adopted the platform endorsing the national platform and ticket, and nominated A. Brooks Fleming of Marion County, for Governor, and Pat F. Duffey for auditor.

OMAHA, Aug. 16.—The prohibition state committee today adopted a platform which is a reaffirmation of the one adopted by the national committee in Indianapolis. George H. Bigelow of Lancaster County, was nominated for governor. The convention this evening was addressed by Rev. Mr. Sector of California.

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