THE OMAHA DAILY BEE.

TWELFTH YEAR. OMAHA NEB MONDAY MORNING: JANUARY 22 1883 183

THE FORLORN HOPE.

Desperate Efforts of the Monopolists to Secure a Caucus for Senator.

The Party Lash and Bloody Shirt Waved With Equal Vigor.

Banker Millard and His Brethren Ready to Thrust Their Fortune Into a Caucus,

Believing That an Overshadowing Display Would Secure the Contested Seat.

The Democrats Agree to Combine on Two Men—The Antis Divided.

THE SABBATH IN LINCOLN.

Special Dispatch to The Bee

SENATORIAL SCENES AND INCIDENTS.

LINCOLN, January 21.—The present legislature is made up, for the most part, of men who do their own thinking and voting. They have come down here with the full understanding that they will be held responsible for their accounts and do not seem disposed to yield to outside pressure or dictation. Those who have never been subjected to the ordeal can hardly comprehend what it means for a man to stand fearlessly by his honest convictions from early dawn until long after midnight. Almost every member of the legislature is

HOUNDED BY TRAINED TEMPTERS

who make seductive appeals to his ambition for place and power, and assail his honesty by holding out inducements of pecuniary reward. Where they fail to play upon avarice or ambition, they appeal to partisan prejudice.

The crafty corporation managers, though their editors and retainers are jealously swinging the party whip over the heads of republicans, and telling them that they must abide by the choice of a republican caucus, when they well know that a caucus, through their instrumentality will give them what they could not get by the individual choice of members.

IN THE FIRST PLACE

there is no law for buying a man's vote in a caucus either with promises of office, lucrative employment or money; in the next place men who enter the caucus do not feel the same responsibility and restraint because at best their action does not go upon the record, and if perchance the majority decrees that they must support a man for senator whom they would not dare to vote for if left to their own choice, they go out of the caucus with the excuse "Why, we had to do it because we were pledged to stand by the caucus nominee."

The railroad organ in this city makes a frantic appeal to the seventy republicans to rally round one man, no matter who he may be, and elect him. As republicans they are in duty bound to abide by the ruling of king caucus.

THE MONOPOLY ORGANIST

swings the red rag in front of the republican bull by asserting that the democracy and anti-monopolists are all consolidated. This is in the face of the fact that neither the democrats nor the anti-monopolists have as yet been able to agree among themselves upon one man; and even if they were consolidated could not elect without the support of republicans. There certainly does not appear to be the remotest show of electing a democrat, but it is inevitable with the pressure that is being brought that a republican caucus will choose a monopolist. If it is not Joe Millard it will be some man who can command the support of the railroads while he is masquerading as an anti-monopolist.

THE THREE FOURTHS RULE

by which the scheming railroad attorneys are trying to inveigle the anti-monopoly republicans into a caucus will be no barrier. Whenever any candidate commands thirty-five votes in a caucus those who support the minor candidates will go over in a body, and before they realize it will be bound to support a man whom they never would have voted for had they been left to their personal choice.

It will be a very easy matter to pool the railroad vote in a caucus on one man, but it would be no easy matter to elect such a man in the open field. Quite a number of republicans elected on anti-monopoly pledges have all along professed that they propose to vindicate the republican party by casting their votes only for a man who is sound on the railway issue, but most of these men

HAVE FALLEN INTO THE TRAP

laid for them by sham anti-monopolists, and are now voting for candidates who are not one whit sounder on the main issue than Joe Millard. Had these men come to the front at the beginning and cast their votes for an avowed out and out anti-monopolist of republican antecedents like General Connor, Captain Stickle or even Crounse, they would command respect, and might by this time have forced an election. It is not too late yet, however, unless these men abandon their individual choice by tying themselves down to a caucus candidate whoever that might be.

The situation summed up is simply this: The five leading republicans, Millard, Thayer, Saunders, Cowin and Manderson mustered 64 members last Saturday, ranging from 8 to 16 votes for each. They all feel hopeful yet of carrying off the prize. The leading ones are willing to stake their fortunes in a caucus, but they may not be able to induce all their followers to pledge support to the caucus nominee. Genderson, who only had eight votes Saturday, and the candidates who command one or two votes, are not disposed to take such risks, hence the prospects of a caucus are not promising.

THE DEMOCRATS,

after a good deal of wrangling, have agreed to go into conference and will probably cast a solid vote for one candidate on the next ballot. Their choice will either be Senator Charles H. Brown or James E. Boyd. A majority of the anti-monopolists will probably cast their votes for Capt. Stickle tomorrow. It is self-evident there can be no election before Tuesday or Wednesday; possibly not before Friday or Saturday. E. R.

FIFTH JOINT BALLOT.

Special Dispatch to The Bee.

LINCOLN, January 20.—The joint convention convened at 12 noon, took one ballot and then adjourned until Monday at 12. The house also adjourned to meet at the same time. The vote was as follows: Morton, 5; Millard, 15; Manderson, 8; Conner, 3; Crounse, 2; Cowin, 13; Brown, 10; Saunders, 13; Stickel, 9; Savage, 5; Lake, 2; Boyd, 5; Ashby, 13; Thayer, 15; Dorsey, 3; Livingston, 4; Platte, 1; Vifquin, 1; Weaver, 1; North, 1; Munger, 1; Kennedy, 1; Ewing, 1.

THE VOTE IN DETAIL.

Special Correspondence of The Bee.

LINCOLN, January 20.—The following is the vote for senator on the fifth joint ballot taken Tuesday:

For J. Sterling Morton—Senators Case, Dunphy, Patterson, Rogers; Representative Carnaby—5.

For J. H. Millard—Senators Filley and Harris, Schoenheit; Representatives Abell, Britton, Brown, Castle, Field, Gray, Morrison, Savage, Sessions, Stevenson, Suessenbach, Thompson—15.

For C. F. Manderson—Senators Bomgardner, Sowers, Walker; Representatives Cox, Jensen, Robberts, Walker, Humphrey—8.

For A. H. Ashby—Senators Barker, Connor, Dye, Dech, Reynold; Representatives Ashby, Barton, Palmer, of Saline, Ramsey, Sadilek, Stedwell, Turner, Witzell—13.

For Kennedy—Senator Brown (of Douglas)—1.

For Alvin Saunders—Senators Brown (of Lancaster), and Heist; Representatives Bierbower, Colpetzer, Draper (of Knox), Grimes, Johnson, Miller, Palmer (of Dixon), Roche, Westcott, Gow, Homer.—13.

For John M. Thayer—Senators Brown (of Clay), Harrison and Howell; Representatives Cole, Cook (of Nuckolls), Fabliinger, Grimstead, Howard, Martin, Nettleton, Ranney, Russell, Spanogle, Steever Swearingen—15.

For Savage—Senators Brown (of Colfax) Conkling; Representatives Hatch, Clark (of Colfax), Clark (of Douglass).

For J. H. Stickel—Senators Butler, and Rich, and Representatives Berkley, Cook (of Jefferson), Haven, Jones, Town, Werhan and Young—9.

For Jas E. Boyd—Senator Canfield and Representatives Franse, Harrington, McGavock and Watts—5.

For John C. Cowin—Senators Dolan, Kincaid and Norris, and Representatives Christopherson, Collins, Dawes, Hall, Lee, Taylor, Wessenberg, Wolph and Gordon—13

For C. H. Brown—Senator Sang; Representatives Davenport, Freeburn, Graver, Heimrich, Hollman, Laird, North, Tower and Turtle—10.

For A. H. Conner—Senator Fisher; Representatives Armitage and Dodd—3.

For A. J. Weaver—Representative Chapin—1.

For George W. E. Dorsey—Representatives Charlston, Grout and Worl—3.

For Platte—Representative Denman—1.

For Dr. Livingston—Representatives Draper of Cass, Hoebel, Payne, Neville—4.

For Lorenzo Crounse—Representatives Hatch and Kuoney—2.

For Victor Vifquain—Representative Luthy—1.

For George B. Lake—Representatives McAllister and Whedon—2.

For A. Ewing—Representative Ratcliffe—1

For North—Schroeder—1.

For Munger—Thomas—1.

After one ballot the joint convention adjourned till Monday at 12 m.

The house also adjourned till the same hour. W. E.

THE LEGISLATURE.

Special Correspondence of The Bee.

SENATE—MORNING SESSION.

LINCOLN, January 20.—The auditor of state in reply to the inquiry of the senate respecting the non-payment of the appropriation to the Lincoln Monument fund, stated that $500 had been appropriated, but no warrant so far as could be learned, had ever been drawn for the amount.

Butler supplemented the reply of the auditor by a statement, that at the time the subject was new in 1869, his recollection was that no one could be found who was legally entitled to receive the money.

The committee on charities reported back the bill for the protection of guests of hotels and lodging houses from fire, with a recommendation that it pass.

Sang's resolution of yesterday, to supply papers and postage stamps to the members of the senate came up for consideration, and Butler offered an amendment to include the chaplain and officers. After some discussion Butler offered a substitute including members and officers and raising the number of papers to be distributed from five to ten. The substitute was accepted by Sang.

A motion to lay the matter upon the table was defeated.

The question then recurred to the resolution, and Brown, of Douglas, severely criticised the plan to give papers and stamps to the chaplain, clerks and pages. If the object was to take so much out of the treasury, let it be so understood.

A motion was then made to postpone consideration of the subject indefinitely, which was not agreed to.

Sowers then moved that a portion of the resolution referring to all persons except senators be omitted. Brown, of Clay, seconded the motion. A motion to postpone consideration till Monday at three o'clock was defeated.

The amendment of Mr. Sowers was then agreed to and the ayes and noes were called on the resolution as amended. Before the vote was taken Mr. Conner discussed the true character of the resolution and condemned it as a perquisite, which was prohibited by the constitution, and as an unnecessary attempt to inform people who were already possessed of means of information of their own selection in the newspapers of the day.

Mr. Butler replied in an animated speech, placing his action on the ground of kindness and justice.

Before the vote Senators Brown, of Douglas, Barker and Reynolds explained their opposition to the measure. On the ayes and nays being taken the resolution was adopted.

A few minutes before twelve the senate in a body filed into the hall of the house of representatives, and the reading of the journal having been dispensed with, Mr. Turner, a member from Gage, offered the following which was declared out of order by the lieutenant governor:

WHEREAS, The lobbyists present have not yet agreed as to whom the members of this joint convention should or may elect U. S. senator; and,

WHEREAS, In the absence of such agreement no senator can or should be elected; and,

WHEREAS, It will be but a waste of time to vote for senator at this time, therefore be it

RESOLVED, That the secretary of the senate and the clerk of the house be, and they are hereby instructed to enter upon their respective journals each of the members of this joint convention as voting today the same as such members voted yesterday; and be it further

RESOLVED, That this joint convention do now adjourn.

After the joint convention both houses adjourned till 12 m. Monday.

RAILROAD BULLDOZING.

Special Correspondence of the Bee.

DISCRIMINATIONS IN THE GRAIN TRADE.

LINCOLN, January 20.—The special railroad committee met this morning shortly after 11 o'clock and held a short session. Only one witness, Thomas Brannen, was examined.

The following affidavit was offered in evidence, which speaks for itself:

AFFIDAVIT.

STATE OF NEBRASKA, Richardson County. } ss.

Thomas Brannen, being first duly sworn, says: My name is Thomas Brannen, my age is 30 years and my place of business Falls City, Nebraska. I have lived in Falls City for more than seven years last past, and am now, and I have been for all of said seven years, engaged in the business of selling general merchandise at Falls City, Nebraska. On or about the 26th day of November, 1880, T. J. Collins and myself went into the business of buying and shipping grain from Falls City and continued until after the matter hereinafter set forth took place. On the morning of January 20th, 1881, I went to our depot office to receive some shelled corn. Mr. Collins, my partner, was absent. Mr. Gillis, then acting agent at the depot, promised me the day previous two cars for the 20th in which to ship our corn. I called on the morning of the 20th at the B. & M. freight office at Falls City and asked Mr. Gillis what cars I could have. He asked me if I wanted to ship to Goodell. I answered "Yes," and then asked him, "Is there anything wrong with Goodell?" He seemed busy with other matters and in an abstract manner answered "Yes!" In a short time after making the above answer he left the office and went into the freight house, as I presumed he wanted to communicate something to me, I followed him. He then said to me that Mr. H. M. Smith, the general freight agent of this division sat in the office and that he would introduce me to him. I answered "all right;" after the introduction Mr. Smith opened the conversation by saying, "Mr. Brannen, I understand your contract with Mr. Goodell is completed. There are three regular dealers here with men who own (elevators) property on the track. This is all the buyers that are needed here and they must be protected, and you must quit buying." I then told him that I expected shelled corn from the country during the day an amount to load two cars—that I felt perplexed as to what to do with it if I could not ship it. He answered "you can ship to Atchison." I then told him that we had considerable corn under contract in the country and asked him what would we do with that. He answered, "I will allow you to ship that to Chicago at regular tariffs." [The tariff on corn to Chicago, I am told, from this station is 30 cents per cwt. or 16 8 10 cents per bushels.] I then asked him the question, "Suppose we build an elevator, can we then ship grain?" He answered, "It will do you no good under the circumstances." These are the facts and the language used as nearly as I can remember.

THOMAS BRANNEN.

Subscribed in my presence and sworn to before me this 31st day of January, 1881. J. D. GILLMAN, Notary Public, Richardson Co., Neb.

After putting a few question to the witness relative to the above affidavit the committee adjourned subject to the call of the chairman.

On account of the senatorial election the committee was compelled to suspend its work with the above result for the day, much to the regret of a majority, which seems honestly bent on the work assigned it, and which so far has proved as fruitful of results as the best friends of the measure could wish.

The Blizzards.

Special Dispatch to The Bee.

CHICAGO, January 20.—A driving snow storm began at 8 o'clock this morning. The weather is very cold and tempestuous generally throughout the northwest. Blockades on the railroads in Minnesota and Manitoba are reported.

The Banker Indicted.

Special Dispatch to The Bee.

ROCHESTER, January 20.—Charles C. Upton, the late president of the defunct city bank has been indicted by the grand jury for embezzlement and fraud

DOWN GRADE TO DEATH.

Frightful Accident on One of the Heavy Grades of the Central Pacific.

A Passenger Train Breaks from the Engine and Rushes Backward to Ruin.

Five Cars Torn to Pieces and Consumed by Fire.

Twenty-one Persons Crushed or Burned to Death and Several Injured.

Special Dispatch to The Bee.

SAN FRANCISCO, January 20.—Shortly after midnight the overland express on the Southern Pacific, which left here at 9:20 a. m. yesterday, stopped near Tehacapi station to cut out an extra engine taken on at Sumner to assist in pulling up the Tehacapi grade. While making the change, in some means unknown the train got away and started back northward, down a grade of one hundred and twenty feet to the mile. The train consisted of two engines, express, mail and baggage cars, two sleepers, one coach and one smoker. It went down the grade at a

FRIGHTFUL SPEED.

for about four miles, when the hindermost sleeper jumped the track and went over an embankment about fifteen feet high, carrying with it the other sleeper, mail, baggage, and express cars, which were piled in shattered heaps. These took fire and were consumed. The coach and smoker went on down the grade, and were stopped without leaving the track, about two miles farther on. All on board these cars were uninjured.

The scene following the wreck was terrible, and a number of persons were jammed amid the ruins of the train and

ROASTED TO DEATH

before the eyes of those helpless to save them. At present it is impossible to give the loss of life accurately, but it is believed from twelve to fifteen persons were killed or burned to death.

The dead are Mrs. John Cassel, wife of the well known mining man, burned; F. W. Pierson, express messenger; the porter of the sleepers, named Wright, was taken out alive, but died soon after, and Lawrence, the porter of the other sleeper, who was burned. It is feared that the wife of Ex-Gov. Downey, who with her husband was on the train, is among the dead. At 10:50 a. m. seven bodies had been taken out, some burned beyond recognition.

THE INJURED.

The following are reported injured: Mrs. Capt. J. K. Brown, Miss Ida Brown, Lee Waterhouse, Mrs. A. S. Waterhouse and two children, John T. Cassell, ex-Governor Tom Downey, maid of Mrs. Porter, Jas. Woodall, F. W. Dougherty, Mrs. P. C. Hatch, Mrs. R. Hatch. It is a remarkable fact that the wounded are almost without exception but slightly injured.

The following passengers are unhurt: Porter Ashe and wife, H. A. Oliver, Miss E. Squiers and T. J. Oliver. Many are missing and are supposed to have been buried in the wreck and consumed. Ashe and wife, who is the daughter of the late Judge E. B. Crocker, were on their wedding tour. They were in the sleeper which first left the track and their escape uninjured is almost miraculous. A special train has been sent to the scene from Los Angeles with physicians and undertakers. The dead and wounded are to be taken to Los Angeles. Meantime every possible attention is paid them on the ground. A wrecking train has arrived from Sumner.

FURTHER DETAILS.

Further advices from Tehacapi give as the probable cause of the accident that when the train stopped the air brakes were applied. On detaching the engine the brakes relaxed and the hand brakes were either left open or were not strong enough to hold the train. The movement may have been helped by a strong gale blowing. It is now certain that eighteen passengers and two sleeping car porters were killed and ten or twelve badly injured. Seventeen bodies have been removed from the wreck. One of them is considered certainly to be Mrs. Downey. Capt. Waterhouse, previously reported injured, is not expected to survive. The following were badly burned: Mrs. P. C. Hatch, Mrs. R. L. Hatch, Mrs. Capt. Brown, R. C. Rons, Capt. T. H. Thatcher, Stephen Cotling, J. W. Seacles, J. D. Woodhull and F. W. Dougherty.

The wounded will be placed in the hospital at Los Angeles at the railroad's expense. The remains of unidentified dead, if any, will be gathered up and buried at Los Angeles. Superintendent Fillmore says it is not yet known who was to blame, but some one was careless. The matter will be thoroughly investigated. The train carried from this city one pouch of registered matter for St. Louis, Mo., and about 100 packages of registered letters for other points. The mail was important and unusually full, containing letters and printed matter for Los Angeles, San Bernardino and postoffices south of these points.

LATER DETAILS.

Special Dispatch to The Bee.

THE DEAD AND DYING.

LOS ANGELES, January 21.—Harry Conners, news agent, sleeping in the baggage car, was awakened by the movement of the car and aroused James Woodhull, baggage master. Just as the cars made the jump the roof of the car split open, throwing both men out severely bruised. Conners, while lying on the ground unable to render any assistance, saw the train enveloped in flames, heard shrieks of dying victims and saw them vainly endeavoring to struggle from the burning ruins. Porter Ashe and wife occupied alone the drawing room of one of the sleepers. They awakened by the crash, and succeeded in getting out without injury, but of the sixteen other occupants of the car, not one is believed to have escaped. Meantime the occupants of the coach which kept on down grade succeeding in stopping it, saving the lives of some forty occupants of that and the smoking car. They immediately walked back to the scene of the accident, but found only the smouldering remains of the train and a few who escaped their lives, lying bruised and bleeding in the darkness, shivering in the piercing cold night air or rendering assistance to each other. Relief soon arrived from Tehacapi, four miles distant, and as soon as possible medical attendance was sent from Sumner and Bakersfield, and subsequently from Los Angeles. Search of the dead soon showed that

TWENTY-ONE PERSONS HAD PERISHED,

eleven were beyond all recognition, only headless bodies and charred limbs being found. Of the body of Mrs. Downey only the head and bust remained, being recognized by the jewelry. All the bodies and fragments were gathered up and coffined. The wounded were removed to a baggage car, and on the arrival of the relief train from Los Angeles, sent to that city. Of the dead, the colored porter, Wright, was crushed; the express messenger, Charles Pierson, had his head shattered; five were burned but recognizable, namely: Miss Mamie E. Squires, Mrs. H. O. Oliver, Mrs. Downey, M. Wethered, and Mrs. Jas. Cossett; two men unknown, but supposed to be discharged soldiers, were found dead but not burnt. One other body of a large man, badly charred, is supposed to be the remains of Colonel Larrabee, ex-congressman of Wisconsin. Governor Downy says Larraboe was on the train and he is missing since the accident. The remaining eleven are still unidentified. The list of wounded is not changed from the previous report. The inquest is in progress, but no news is yet received from it. No one but the railroad and county officials are admitted.

TELEGRAPH NOTES

The steamer Cambria, from Hamburg for New York, was sunk by a collision in the German ocean.

Red Cloud, the Indian chief, arrived in New Haven Saturday on a friendly visit to Prof. Marsh, of Yale college.

Heely & Lyon's hardware store and Frank Dickinson's saloon, in St. Joe, burned Saturday. Loss, $10,000.

The steamship Wisconsin, from Liverpool for New York, while coming up the bay yesterday, grounded off West Bank, where she still is.

The New York Truth says it is authoritatively denied that the president has invited the Marquis of Lorne and Princess Louise to become his guests upon their return from the south.

The courts have ordered distribution of the funds of the Sprague estate resulting from sales to holders of trust notes. The dividends will be about ten per cent. This is the first in eight years.

The New York Morning Journal, which was started two months ago by western journalists, has, much to the astonishment of newspaper men, already attained a circulation of nearly 34,000 daily.

The Mutual Press association and the American News Exchange of Cincinnati have been placed on the postoffice fraud list. Money orders and registered letters will not be delivered to them.

The last of the clerical force of the Joliet steel company is now laid off and the works are completely idle. According to the present arrangements the mills will not be started up before April 1st.

A Winnemucca (Nev.) dispatch says the weather along the line of the Central Pacific in Nevada is intensely cold. At Elko Saturday the spirit thermometer indicated 54 below zero. Ponds and waterholes are frozen solid, and cattle dependent on them the quench thirst are suffering.

The president nominated George D. Perkins, United States marshal for the northern district of Iowa; W. D. O'Connell, United States attorney for the northern district of Iowa; Samuel B. Webster, postmaster at Monticello, Illinois, and Samuel M. Clark, postmaster at Keokuk, Iowa.

The People's twenty-five cent bank at Bath, Me., stopped payment yesterday to protect itself from a run on it, caused by rumors that the failure of the Pacific National bank of Boston had embarrassed it. The bank examiner states the bank is solvent with a surplus and there is no occasion for alarm.

The Ottawa, Ill., grand jury has returned four indictments against the Jacksons (three sons and father), for embezzlement as proprietors of the Seneca bank, which recently failed under suspicious circumstances. Last night judgments were entered up against them in about eight suits, for $50,000.

A Matamora, Mexico, special says news has been received there of a desperate battle near Tehauntepec between the Seventh battalion and the Tehauntepec Indians. The Indians lost eighty men killed and many wounded. The troops lost fifty men killed, among them their lieutenant colonel. The Indians were routed.

At Newport considerable surprise has been manifested at James R. Keene's mortgaging the whole of his Newport property. A few years ago he bought what was known as the Nathan Matthew's mansion, a fine brick house on Bellevue avenue. Keene also owns another lot on Coggeshall avenue, where his stables are. These two pieces of property are now mortgaged. The amount is $75,000, payable in two years.

A few days ago Alonzo Lynch was married near Bowling Green, Caroline county, to Miss Isola Abbey. The parties were of good social position, and the wedding was largely attended by the best people. As the happy couple were about to board the northern train on their wedding tour they were arrested on the charge of stealing $1,000 from James Wright, an uncle of the bride. Their friends were indignant at the arrest, pronouncing it an outrage, but the officers insisted they knew what they were about. The bridal couple were taken to the hotel parlor and the detective insisted on searching them. This was done, but no money was found, and the officers were about to release them, when a lady friend present, confident of the bride's innocence, suggested sarcastically that the officer had better look in her hair. "I believe I will," said the officer. "Oh don't, O don't I have not got it there!" Her hair was in heavy coils. She took it down, and neatly coiled in the heavy braids of her black hair were $130 in greenbacks. Subsequently the rest of the money was discovered. The bride is 19 and pretty. When the newly married couple left the house after the ceremony, the uncle from whom the money was subsequently stolen, threw an old shoe after them for luck.

FROM BERTH TO DEATH.

Details of the Sinking of the Steamer Cimbria Early Saturday Morning.

The Black Fog of Borkum Hurries Five Hundred Persons Into the Sea.

Only Fifty-nine of Whom are Known to Have Been Saved.

A Terribly Disastrous Collision on the North Sea.

Disaster at Sea.

Special Dispatch to The Bee.

LONDON, January 21.—The Cimbria left Hamburg Thursday with 380 passengers and a crew numbering 110. She ran aground before leaving the Elbe, but got off with the flood tide with the assistance of the steamer Hansa, without damage, and she put to sea at 2:30 in the afternoon. Friday morning she came into collision during the thick fog of the Borkum, with the steamer Sultan. The Cimbria sank in a short time. When a boat with 39 passengers arrived, the company sent out the steamer Hansa and four of the largest available steamers at Coxhaven, to search for the other boats of the Cimbria. The West Indian steamer Bavaria also left during the night with a similar object. The steamer Sultan, which suffered heavy damage in the collision, arrived in the Elbe.

AMONG THE SAVED.

A dispatch from Hamburg gives the following named passengers as among the saved: W. Forneman, P. Confolier, B. Loriz Gessom, W. Adendorf, G. Hamel, W. Damwig, R. Hanowitz, Freulein Schoul, R Petfenkopf and wife, L Reicher, L Scott Bourgeuss, Colin Cohats. The above names were sent as received from Hamburg. Several of them are not clear.

The following named members of the crew were saved: Second Officer Spruth, Third Officer Heyden, Fourth Officer Voss, Second Engineer Koppmann, Assistant Engineers Saverbrey and Oberhide, First Seward Hardon, Quartermasters Klatt, Wulefken and Lanheizer, Engel and Franke (rank not stated), Between Deck Stewards Thurow and Anderson, Seamen Vierow, Alexandersen, Johansen, Megrin, Menchow and Jentzen, and a boy named Rehm.

PREPARING TO LEAP.

The Cimbria sustained such severe injuries in the collision that it at once became apparent she must sink almost immediately. The officers therefore did all in their power to save lives. Without a moment's loss of time life belts were distributed among the passengers and the order given to lower boats. This however, in consequence of the vessels keeling over on one side was found to be very difficult on one side and absolutely impossible on the other. As the second officer was still engaged cutting spars loose that there should be as much drift wood as possibly for the people to cling to when the envitable foundering should occur, the vessel went down under his feet. He seized a spar, but as several other persons clung it, he was obliged to let go, and he swam to a boat. This boat was subsequently picked up by the Theta. The second officer steered the Theta to Coxhaven. Seventeen other persons have been saved by the steamer Diamant, from Wesser light house, making fifty six thus far known to be rescued.

A SURVIVOR

makes the following statement: The weather was clear up to 11:05 o'clock, but a fog then set in which continued and increased in density. The engines of the Cimbria were kept at full speed until 1:30, then at half speed till 2, after which they were kept at slow speed. About ten minutes past 2 the whistle of another steamer was heard and the engines of the Cimbria were stopped instantly. The Sultan's green light was, owing to the fog, not observed until she was only 150 feet off from the Cimbria. The latter struck abaft the bulkhead on the port side.

AND SHE KEELED OVER

to starboard and speedily sank. The Theta picked up one of the Cimbria's boats at two o'clock Saturday afternoon and arrived at Coxhaven about six. A reporter boarded the Sultan, but both captain and crew absolutely refused to give him any information. The captain has made a statement before the British consul, but this is inaccessible. The Sultan has a large hole in her bow seven feet above the water line.

THE MISSING.

A long list of steerage passengers, mostly foreigners, reported as lost, closes with Red Jacket, Little Cheyenne, Crow Foot, Blackbird, Chippeway and Sinchine. The last named six are apparently American Indians.

The first cabin passengers are Turnerman of Leipsic; Monitz Trauss, of D'Armstadt; Leo Hobermann, Vienna; Arthur Batche, Schoningstead; Peter Bormploser, Vienna; Fred Voght, Hamburg; Paul Wegert, Logenan; Rudolph Poll, Brunswick; Lorenzo Frankfort and Edward Greepins, Berlin; Alfred Hochhusler, Polsmitz; A. L. Phenderf, London; Emilie M. Penderb, London; Lieprits, Berlin; Phillipsborn, Berlin; Helin, Hamburg; Johanna Schubert, Hamburg; George Romner, Bibsrache; August Romner, Bibsrache; Valinka Romner, Bibsrache; Joseph Curtis or Curts, Flint, United States; Harry Wendt, Hanover; Oscar Edde, New York.

Sixteen between deck passengers of the Cimbria were landed at Bremerhaven. Their names are as follows: Samliver of Paris, Beck of Potsdam, Kirsbaum of Murnsburg, Polursky of Fibwalde, Foseng of Bremen, Virgirt of Saginaw, Ganzske of Pozugnow, Schreiber of Berneau, Bring of Schaltdorf, Kurtha of Szakal, Dongy Smoltzy of Saums, Lasum Kaitzel of Oberammeige, Nickel of Ulm, Schmidt of Altona, Bliska of Tobavy, Joes Hoedbat of Hizep.

OFFICIAL ANNOUNCEMENT.

NEW YORK, January 21.—Kunhardt & Co, general agents of the Hamburg-American Packet company, received the following cable message from the office of the company at Hamburg:

"Cimbria had 23 cabin passengers, 362 steerage and 92 crew. So far 39 persons have been landed at Coxhaven and 17 at Weser light-houses. The names of the latter are not yet ascertained. We are preparing a list of those saved and those missing, which we will cable to Associated Press. Among passengers positively saved are Alfred Voight, Wm Turneman and Peter Comptiers.

THE NUMBER LOST.

The Hamburg American company has been very prompt to afford information regarding the Cimbria disaster. Besides thirty-nine survivors at Coxhaven and seventeen at Weser light house, another vessel landed, but the name of these are not yet ascertained. The number of lives lost is estimated at 300 passengers, mostly emigrants from East Russia, among them were six American Indians, who had been on exhibition in Berlin sometime.

Another Wreck.

Special Dispatch to The Bee.

HAVRE, January 21.—The general Trans-Atlantic company's steamer Labrador, Captain Servan, which sailed from New York January 3d, arrived here. She brings the crew of the French steamer Ricardi, which sank at sea last week. The Ricardi, Captain Fortier, sailed from New York December 33d. She was spoken January 13th and 14th in distress, having lost her rudder. The Labrador came up with her before the 13th and tried to bring her into port. After towing her a week, she was compelled to abandon her, having previously taken off all her passengers, officers and crew. The Ricardi soon afterwards sank.

THEATRICAL TRICKS.

How Mapleson Fleeced Chicago.

Special Dispatch to The Bee

CHICAGO, January 21.—The Mapleson opera season has proved very satisfactory to the management, and very unsatisfactory to the public. Exorbitant prices were charged for season tickets, which were sold a week before the season opened. The management cunningly withheld the evenings on which Patti was to sing, the operas to be performed were announced in an indefinite kind of way, nor was it known to purchasers even on what particular evening any opera would be performed, as the subscription embraced six nights, and people had a general impression that Patti would sing at least three times. They rushed in and generously emptied their pockets into Mapleson's treasury. When the sale had been closed Mr Mapleson announced that Patti would sing but once. The operas all during the week have been produced in a shipshod way, with battered scenery and half trained choruses. Singers were announced on the programme who were in New York on the evening they were billed as singing here, and altogether Mapleson has dealt very unfairly with Chicago and in return has been roundly denounced by the press. To conciliate the latter he has announced that he will send some of his troupe to sing at the press dinner tonight

THE WEATHER.

Cold Enough to Freeze the Bark Off Dogs.

Special Dispatch to The Bee.

CHICAGO, January 21.—The cold wave which has been advancing from the northwest for the past three days reached this city late last night. At 10 o'clock last night the thermometer marked zero, at midnight it was 4 degrees below with a keen breeze from the west. The lowest point reached was at 4 o'clock this morning, when the signal service thermometer registered 15 degrees below, though thermometers in more exposed places marked from 22 to 26 degrees below. At 10 o'clock to-night it was 10 below and at midnight 9. The signal service people predict fully as low a temperature as last night and return of a warm wave to-morrow. Trains in every direction are delayed. Those from the east to-day are one to three hours behind except on the Baltimore & Ohio, on which snow drifts caused a delay of ten hours. On roads running west great damage is being inflicted on stock owners who have hogs in transit. The biting wind last night froze many to death and they huddled so closely together that many were smothered to death. At the stock yards a large number of hogs held for an advance in price suffer the same way in spite of all efforts to keep them moving. The losses already have been quite large from freezing and smothering. Cattle and sheep are also suffering and losing flesh, but none are frozen to death thus far. There was much damage throughout the city from bursting water pipes. Reports from northern Illinois and Indiana and southern Wisconsin show the range of from 15 to 40 degrees below zero. Weather clear.

A COLD BATH.

The Inter-Ocean's Rochester (Ind.) special says: With the temperature 15 degrees below zero, the ice was cut and three converts immersed by Rev. J. C. Dalp, Baptist minister, to-day.

The Bruisers.

Special Dispatch to The Bee.

CHICAGO, January 21.—Harry Hill, W. E. Harding and Richard K. Fox arrived this evening from New York to meet John L. Sullivan, Jem Mace and Slade for the purpose of arranging a prize fight between Sullivan and Slade. The others have not yet arrived. It is understood they have been delayed by the western snow blockade.