THE OMAHA DAILY BEE: FRIDAY, FEBRUARY 1, 1895.

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vilt of

side of the ship they would never have taken him from me. But, you see, I have been a military man and obeyed orders." but when the water was creeping over the dack, it was a rush for the bost and anybody who here did you serve?" Mr. Hoffman was

asked: three years.

"Were you married in Germany?"

"No, in America. My wife was only 27 years of age. Oh, God! She was a good woman, sir! She was born in Nebraska of German parentage. She was boin in verlaged of German parentage. She was the daughter of Mr. and Mrs. Henry Timpke of Hall county in that state, living one and a half miles south of Grand Island, where Mrs. Timpke is now living.

Timpke is now living. "It was all so sudden. We had been so happy the night before. There was a young fellow from Berlin who was going to Mobile. Ala., in order to buy cottonseed oil. He was comical, sang songs and told funny stories in Uten the host got away with Ala, in order to buy cottonseed oil. He was comical, sang songs and told funny stories in the saloon. When the boat got away with a great deal of trouble, the Elbe being right on top of us first, we had hardly got 100 yards from the ship when I saw a woman floating in the water. I tried to throw some-thing to her, but somebody should, 'No; save

HOFFMAN AS A HERO.

put to them whiched ready responses. The sailors said they were all below askep when "I could not do that, sir! Finany into 8 or the collision took place. The strange stores the bost up to her and with the help of an-other man I drew her into the boat, which they did declare, did not crash into the ongine room, but into the mail room, further eft. the boar of 1 drew her into the boat, which they on the mail room, further en-other man I drew her into the boat, which they on the mail room, further en-was an ordinary ship's boat about filteen feet long. I afterward found out that her name long. I afterward found out that her name as the bows of the steamer had risen high as the bows of the steamer then went aft and was Anna Brucker. Poor girl! She was al-most dead with fright and cold. We put her out of water. The seamen then went aft and in the bottom of the boat and did all we could escaped in the manner already described. to help her. We were all wet with water which was pouring in at our collars and descending into our boots. (collars and collars and collision, but the excited manner in which it was the sinking of the English battleship descending into our boots. "We first tried to row; but we found we

We first tried to row; but we found we they replied to the questions put to them on this point showed that great confusion had sort of mast and with a small sail tried to prevailed.

keep the bow to the wind and seas. After a while we saw a smack and did all we could signal her, although we failed to attract her attention. We had cut a piece of canvas "I cannot swim at all," said one of the sca-

and made a small flag which we used for signaling and soon afterward, having failed men, "and the distance between the boat and the ship's side was increasing." "Did the captain give no orders?" to let the smack know of our distress, this flag blew away and the smack sailed off, caus-"Only eve," was the reply, 'and that was that all the women and children were to go ing us to despair." Here a fresh paroxysm of grief overtook the

side and remained there to give the women unhappy man and he bewalled the loss of his and children a chance and of course we could wife and child. His utterances were almost not help them." "Did none of the passengers endeavor to choked with grief. Some minutes elapsed be-fore Mr. Hoffman was able to resume his

story and then he said: "We made a new flag with our handker chiefs and an undershirt which somebody pulled off. I held them up against the mast and we eventually sighted the Wildflower. But a full, long, terrible hour elapsed before we were taken aboard. She had her nets out and it was difficult to approach her on ac-count of the heavy seas. After five of the persons in our boat had been transferred to the smack the lifeboat seemed to slide back into the water and it appeared as if the others must be lost. But a rope was thrown to us from the smack's stern and gradually we were hauled up and all of us were transferred to the Wildflower

"When I reached her deck I fell down ex-hausted and offered up a prayer to God for my dead darlings and thanked Him for having saved me.

"Oh, sir, they were so kind to us on that smack, although they were only rough fisherfolk. They soon had some hot tes ready and covered us up with everything they could lay hands upon. Why, one of those fishermen gave me the only shirt he had, and I have it on now, God bless him! "As for poer Miss Brucker, I have tended

her as a mother might have done." Mr. Hoffman concluded by asking if any

thing had been heard from the other boat, his cyes casting as pitying and appealing a glance at the reporter as ever the latter beheld, and then the poor man sank back upon his pillow exclaiming: "Oh, for some telegrams! But she is dead! And so is my darling boy, and I cannot go to their graves!"

annot go to their graves!" A life boat supposed to have belonged to the Elbe has been washed ashore near Yar-mouth. In the boat were a number of life belts and it is believed to be the boat from which the fishing smack Wildflower rescued the few persons who escaped from the steamer after the collision. HOW DID IT HAPPEN?

HOW DID IT HAPPEN?

Everybody here is asking his neighbor the same question: "How did it occur?" and nobody seems to be able to give a satisfactory answer. A handful of the survivors who were clustering around a hotel fire this morning indulged in the most bitter criticisms of the atill unknown ship which rammed and sunk They all claim she should have the Elbe.

smokestacks, also painted light color, coming toward us. could get into it did so. The Trinity pilot, Greenham, who, as already stated by himself, "In the Fifteenth Prussian Uhlans for rushed on dock immediately after the collision, assisted the crew of the Elbe in firing the rockets which signaled the vessel's distress. It is understood that Greenham has been

heard to express the opinion that the steamer which collided with the Eibe was distinctly at fault, as she attemped to cross the bows of the Eibs. QUESTIONING THE SAILORS.

The rescued seamen showed little trace to-day of having so barely escaped losing their

toward us. "It was impossible to escape a collision, although a dozen yards more would probably have cleared us. After we struck it was im-possible for some time to disengage the two ships and our gear had to be cut. We heard no cries and there was no commotion on board the steamer so far as we know. "Unwedicted after the collision the other "Immediately after the collision the other vessel showed blue and red lights. We returned the same signals, understanding it meant that neither of us needed assistance. Our captain was below at the time 1 first

sighted the steamer. "A stoker who was asleep had his right ear torn off by en iron plate, which was driven through the side of the Crathie. He is now in the hospital.

a steamer, painted a light color, with two

"I do not believe that the ship we collided with was the Elbe; but I did not see her "The Crathic's bow was completely stove in, and we returned because the Crathie was not fit to proceed in a high sea."

German consul and the Trinity pilot had made statements a few questions in German OCEAN DISASTERS OF PRIOR DAYS.

> ome of the Leading Catastrophies Which Have Appalled the World. NEW YORK, Jan. 31 .- The wreck of the Elbe will be classed with the greatest of

ocean disasters. The loss of life almost equals the loss on the British ironclad Capthin, which was wrecked in a storm at mid-

Victoria a year or two ago off the coast of Tripoli by the Camperdown, another man-or-war. Hundreds of British sailors lost

their lives in this. Among the ships which have gone to sea never to return are the President, the City of Glasgow, the Pacific, the City of Boston, the Naronic, the Tri-umpho, and the Ella.

There was mourning in England and Amer-ica when it was finally conceded that the steamship President, which had left New that all the women and children were to go to the starboard side. We were on the port wrecked and lost. There was aboard the vessel a large number of prominent passengers, among whom was a son of the duke of Rich-

mond. The City of Glasgow left the port of Liver-pool March 5, 1854, and headed for Phil-adelphia. Four hundred and eighty human leap into the boats?" was the next question. "They could not," said the seaman ad-dressed; "so high had the vessel raised out of

The Pacific of the Collins line, from the the water that they were afraid to jump," "What?" interjected one man. "Did same port, January 23, 1856, bound for this city, carried 186 passengers. Not one per-son ever reached the land for which they had embarked, nor were they ever heard of "Did not one of the passengers jump and pearly swamp the boat? A big, stout man-" and here the speaker, with a scowl on his face, made a gesture to represent a person of exagain.

again. The City of Boston cleared at this port January 25, 1870, and sailed the same day for Liverpool by way of Halifax, with twelve cabin and forty-five steerage passengers aboard, and Captain J. J. Haloron. At Halceeding corpulence-"ninetcen men in a boat only able to hold fourteen!" he continued. "We could not take any more on board. Besides," and he again made use of a dramatic gesture to depict the eddying of the whirl-pool caused by the ship fast going down, "we would have been sucked into the vortex." When questioned as to the action of the ifax it took forty cabin and ten steerage pas-sengers. Its failure to arrive in port created considerable excitement. The only thing

considerable excitement. The only thing ever found which bore upon the disaster was a board picked up out of the sea Feb-ruary 11, 1870, upon which was scratched a message saying the ship was sinking at the followed the disaster it was impossible to hear orders, even if they had been given, at such

The Naronic, a White Star line freighter, sailed away from this port a few years ago, and was never heard of again. distance from the bridge. The agent of the North German L'oyd company here announces that the emperor and empress of Germany have telegraphed their One of the saddest of ocean mysteries was the fate of the 120 persons who sailed away from Philadelphia December 1, 1889, on the ironclad Triumpho. It had been purchased by the Haytian government, and its destina-tion was Port Au Prince. It had aboard the distingtion of the state of a comcondolences to the company and asked to be promptly informed if any more of the passen-gers or crew of the ill-fated Elbe are rescued.

SOME WHO DID NOT SAIL. The survivors of the passengers of the Elbe will go to Southampton tomorrow, and there embark for New York on board the next steamer. The crew will go to London tomorrow. After having made their state-ments to the German consul they will then be shipped to Bremen. Tugs are searching for the missing boat of the Elbe, but inte this afternoon there has been no news of her. The agent of the North German Lloyd Steamship company announces that the fol-lowing persons whose names were on the lat of the Elbe, no news of the sale of the selbe, such a the fol-lowing persons whose names were on the lat of the Bibes passengers deided at the lat of the Elbes passengers that the fol-lowing persons whose names were on the lat of the Elbes passengers decided at the lat of th

miles away from any possible assistance— an iceberg in a fog, the breaking of a shaft or other parts of the ponderous engine, er a meeting with that dreadful thing—the meeting erelict. The loss of merchant and other ship

from various causes had been estimated at Lloyd's in 1880 to be about an average

of 365 ships a year, or one every day. In 1830 it was shown that 677 British ves-sels alone were wrecked during that year. Subsequent years, particularly 1852, were disastrous to shipping, and in the following years i

Morse Closing Out

-at a loss-

The few samples today will serve to show how desperately in earnest we pre-We will leave you February 15th-and before that we will give you many a memento to remember us by-You will regret it when the sale is over.

Chinaware

3c

Counter No. 1 contains goods that regu-larly sold at 10c and 15c, now 3c.

China Saucers Pepper Bottles Salt Bottles Glass Salads Sugar Shakers Cream Jugs Toothpick Holders Counter No. 2 contains the 20c and 30c

9c

China Mugs China Ash Trays China Vases China Salts China Fruits China Fruits China Bread and Butters China Bread and Butters China Soup Plates China Soup Blates China Soup Blates

Counter No. 3 contains the 40c and 50c goods at



Greatest	Bargain	Givers	Omaha	Ever	Sav
					~~~

Ladies French made

the \$1.25 kind, at.....

HEMSTITCHED HANDKERCHIEFS,

FAST BLACK STOCKINGS,

Boys' Clothing must go-

your choice for .....

BOYS' FINE SUITS,

WHITE BLANKET

Full size 10-4

blue, black and gray, large sleeves

as long as they last, at .....

seamless foot, per pair .....

HEAVY ENGLISH WALKING JACKET,

and coat back, 36 inches long, \$7.50 and \$10.00 garment.....

KID GLOVES,

Ladies' fine

Ladies' fine

We simply must reduce the stock to effect the sale of the whole store to the purchasers who take possesion February 15. Only a few days-less than two weeks-then we are out of business. Call tomorrow.

Dr. Jaeger's Sanitary Wool Underwear, at half marked price.

## The Morse Dry Goods Co., Going out of

this place. In the fall of 1891 the Rhodes family moved to Washington, where Eu-gene received an appointment as clerk in the coast and geodetic survey office. While in Washington he also attended a law school and griduated with high honors last spring. He and his mother left last Sep-tember for Heidaberg, Germany, where Eugent Intended to take a post graduate course in law. Mrs. Rhodes has a brother and a sister living in this place. They were expected here the latter part of next week. Word has been received here that Oliver Rhodes, husband of Mrs. Sophia Rhodes, died suddeniy in a hospital in Washington Sunday evening.

SURVEYING HIS NEW FIELD (Continued from First Page.) directors and stockholders who defrauded the road under the act of 1873, as it would not prove effective. As the passage of the bill would be an acceptance of the new mortgage by the government the United States, he maintained, would not be able to go beyond that mortgage. This was, he sald, a well established principle of law. Mr. Cooper said

19 cts

2 cts

3 cts

\$2.90

**98** cts

19 cts

URGING THE PODLING BILL. National Board of Trate Claim it Will

Make Rates More Stable. WASHINGTON, Jan. 31 .- The committee appointed by the National Board of Trade to prose the resolut

the pooling bill was at the capitol today and

presented the resolution. The resolution is

Postmasters Appointed.

WASHINGTON, Jan. 31.-(Special Tele-

gram.)-Postmasters were appointed today

as follows: South Dakota-Butte, Butte

county, D. H. Collins, vice A. J. Austin, re-

Iowa - Beaconsfield.

Urice Has Pecific Railroad Bill.

Ringgold

its adoption by that body.'

stgned.

withdrawal of the greenbacks from circula-tion? Shall congress provide for free coinage of gold and silver at the present ratio? Shall paper money be issued by the govern-ment only?

business, sure

nals Camelshair suiting goods that sold at \$1.50 to \$2.25 49c go at.....

wool, in all colors and the 85c quality, reduced to the small 49c price of .....

# **Dress Goods-**Silk and Wool Novelty Fine

English Serge and Henriettas and mixed suitings, actual val- 19c ue 50c to 75c ....

45 to 52 inch Hop Sackings, Scotch Plaids, Fine Englisb Serges, Henriet-tas, black and white, silk and wool mixtures,65c 29c to \$1.00 goods...

54-inch French Cords, Diago-

46-inch Henriettas, strictly all

stood by the cibe, and 1 great many lives would have been saved. This, of course, is a matter which cannot be decided until all the facts in the case are brought to light by the court of inquiry which will investigate the matter.

The German vice consul and the agent of the North German Lloyd company yesterday cautioned all the survivors of the crew of the Ence not to furnish information of any description to anybody until they appeared before the court of inquiry, and as the men obeyed these instructions very little could be gathered this morning except from the passengers, who, of course, are not posted on maritime rules and regulations, and were therefore unable to furnish the facts which might enable the mystery of the sinking of the Elbe to be solved as promptly as most people would wish.

It was apparent, however, that neither of the two pilots was on the bridge of the E be at the time of the collision. The Weser or German pilot ceased his duty when the Elbe cleared from the Weser, and the turn of duty of the Trinity or English pilot did not comuntil the steamship entered the waters of the Isle of Wight, and the surviving officers of the Elbe refused to say who was in charge of the steamer when the collision ce-curred; but it is supposed to have been Third Officer Stollberg, who was one of the survi-vors. Stollberg is understood to have as-serted that the ship which sank the Elbs was out of her course, and he is said to have admitted that he saw a green light on the port bow of the Elbe shortly before the collision occurred. He described the third life boat lowered, and which is still thought may have escaped, to be about twenty feet long. She cleared the Elbe all right and a number of does not believe it possible for her to have lived for any length of time in the heavy set which was running at the time of the acci dent

Chief Engineer Neusell said that the sten of the unknown ship struck the Elbe about 150 feet forward of the rudder, or just abaft the engine room. The engines were not damaged by the collision, but the water soon poured in, and although the steam pumps vere put to work in ab ut three minutes time it became useless and the engine rooms were soon deserted for the upper decks.

#### ENGLISH FILOT'S STORY

This afternoon, at the request of the agents of the North German Lloyd company, Green-ham, the Trinity pilot, made the following statement

'When I came on deck with some of the passengers Captain Von Goessel was in charge. first order given was to swing the boats out, but not to lower them until further orders. The next order was for everybody come on deck and for the crew to go to their stations. Then followed the order for the still." hoats, in which it was proposed to save them. The first of these orders was given by Captain Von Goessel and repeated by Chief Officer Wilhelms. The captain was on the bridge

and I believe he went down with his ship. "The next order which I heard given was to lower the boats. There was no confusion whatever, nor was there a panic. Every order was executed with the greatest calmness and with the second officer of that vessel, now titudes

"At the time of the collision there was a high sea running and a strong wind was blowing from east-southeast. It was bitterly cold and there had been nineteen degrees of froat a. m. yesterday, was about thirty-five miles Celsius (or Centigrade) on the morning be. from Waterways. The wind was north by braits for the wreck. The lanyards and west, a half west. It was very dark and the braits grips and falls were frozen and the sea and wind were strong. Continuing, he lanyards securing the falls had to be chopped said: "I stood at the bottom of the cabin in order to save them; but that would have been done in any case in the event of a col-lision. The Elbe went down about two min-began to pour onto the deck. utes after we left her."

explanation given by the surviving the bows of the Crathie. officers of ine Elbo as to the proportion of "After the collision we returned to the spot new saved to the number of passengers saved where it occurred as near as we could make is that the following orders were given by the out; but we were unable to see any sign The children were to by the steamer, which we thought had proceeded of the Elbe naved first and then the women, and they were on her voyage. We followed after her for to be placed in the boats on the starboard some time, but lost all eight of her. We be placed in the boats on the starboard some time, but lost all sight of her. We de, where the women and children were told waited for two hours and then proceeded to ather. But, almost immediately after Massiuis. We reached there yesterday and orders had been obeyed the Elbe listed came here today for repairs, which will take to gather. heavily to starboard and the seas swept up to five weeks." the promenade deck so the starboard boats The second officer of the Crathie said that endered useless. The bast which about 5:30 yesterday morning the steamer was the survivors away from the Ebs was about thirty miles from Nicu Waterways, rendered useless.

one of the port boats and was the last to adding: "We collided with a large steamer leave the vessel. Acting apon the orders of There was no fog, but it was dark. Capiain Von Goessel. Third Officer Stellberg : "It was my watch on deck and I sudden! "It was my watch on deck and I suddenly and the paywaster, who were in charge of this saw ahead of us three lights and I made out the missing of the steamer Eibe, are from view.

with a

Schiefer Dorman, Alton Biscarr, On behalf of the Beard of Trade this after-noon a preliminary inquiry was held here in regard to the sinking of the Elbe. The surviving officers of that steamship were questioned by the chief officer of the custom ouse. They said in substance: "The Elbe was proceeding on a southwest least 60,000 wrecks had occurred. ourse, down channel, steaming fifteen knots.

he sank: Louise Bonefield, Domingo Furrer, Theodore

Geisenheimer, Rudolph R. Neumann, Elie Misselewitz, two adults and two children, Schiefer Dorman, Anton Fischer.

SOME WHO DID NOT SAIL.

A list of the more important wrecks since 1840 is as follows: When about forty-five miles off Terschilling lighthouse a vessel was seen approaching 1841-President, mysteriously disappeared 1843-Columbia, wrecked on the coast o Jova Scotla. 1846-Great Britain, wrecked on the coast f Ireland; Tweed, off Yucatan, on the Alawo and one-half points off the port bow. This vessel's course was apparently west-northwest Ireland; Tweed, on Fall rames reef. 1848-Forth, wrecked on the same reef. 1850-Helena Sloman, foundered. 1852-St. George, burned; Amazon, burned 1853-Humboldt, wrecked on the coast of According to the rules of the road at sea, the vessel at sea should have ported her helm and passed under the Elbe's stern. Both ves-

sels, however, kept their courses and struck The shock of the concussion was very 1853-Humbold, Wread is appeared; Frank-Nova Scotia. 1851-City of Glasgow, disappeared; Frank-lin, wreeked; Aretie, run down; City of Philadelphia, wreeked. 1851-Facilic, disappeared; L: Lyonnais, run slight Miss Anna Brucker, the only lady sur-vivor of the Elbe, is the heroine of the hour. She is besieged with visitors anxious to provide her with money and clothing. In con-versation with the correspondent of the As 1857-Tempest, disappeared; Montreal, sociated press this afternoon Miss Brucke

urned. 1858—New York, foundered; Austria, said: "I cannot remember feeling afra'd after the collision. What I felt when I came on deck was the terrible cold. I and another lady kept on the port side of the ship, which was the lee side. The majority of the passengers crowded to the starboard side, however, while a stiff wind was raging. do not know who ordered them there; I did not hear the captain give any order. But the officers did their best to reassure us, saying that there was plenty of room for every one in the boats."

burned. 1555-New York, foundered; Austria, burned. 1859-Argo, wrecked on Newfoundland coast; Indian, on Nova Scotlan coast; Hun-garian, the same. 1860-Connaught, burned. 1861-Canadian, wrecked on sunken ice; North Briton, wrecked on sunken ice; North Briton, wrecked on sunken ice; North Briton, wrecked on Gova Scotla; City of New York, wrecked on Irish coast; Jura, wrecked off Nova Scotla; City of New York, wrecked on Irish coast; Jura, wrecked off Cherbourg. 1865-Glasgow, burned. 1865-Glasgow, burned. 1865-Glasgow, burned. 1866-Scotland, run down. 1868-Hibernia, foundered. 1865-City of Boston, disappeared; Ger-mania and Cleopatra, both wrecked on the coast of Newfoundland. 1872-Dacian, wrecked on coast of Nova Scotla; Tripoll, wrecked on the Irish coast. 1873-Britannia, wrecked in the Clyde; At-lantic, wrecked on the coast of Nova Scotla; Tripoll, wrecked on the coast of Nova Scotla; Ismalla, disappeared; Missouri, wrecked on the Bahamas; Ville du Havre, run down; City of Washington, wrecked on the coast of Nova Scotla; 1875-Schiller, wrecked on one of the Sicily Count von Goessel, captain of the foun dered Elbc, was born in Ratifbor, Prussian Silesia, and is connected with many of the most aristocratic families in Germany. HI only brother is a general in the German army and under the Emperor William I. was a member of the general staff. Von Goessel about twenty years ago entered the service of Lloyd's as fourth officer. STORY OF THE RESCUE.

The captain of the fishing smack Wild-

"The Wildflower was south-south-sate of Lowestoft with our trawling gear down at ship's boat with something fluttering from the boat. City of Washington, wrecked on the coast 1875-Schiller, wrecked on one of the Sicily isles: Vicksburg, went down in a field of coast. 1877-George Washington

1877-George Washington, foundered off Cape Race. 1878-Metropolis (bound from Philadelphia to Para with workmen and materials for the Maderia & Mamore railroad), driven ashore on Currituck Beach, N. C., in a vio-lent gale and wrecked; Sardinian, burned at the entrance of Londonderry harbor. 1879-Berussia, foundered at sea; Mon-1879-Berussia, foundered at sea; Mon-isna, wrecked on the Weish coast; State of Virginia, wrecked on Sable island; Pomer-ania, run down in English channel. "When we got near enough we threw them a rope's end, but the men in the boat were so numbed with cold that they could not hold on to it. We finally made fast to them on to it. We finally made fast to them and hauled the boat up to the smack. When

half of the persons rescued had jumped on board the rope parted and the remainder of them again drifted in a heavy sca. "After much difficulty another line was made fast to the board and all on board of her

ESTIMATES OF THE DEATH LIST. were taken aboard the Wildflower. There was New York Agents of the Elbe Place the woman lying in the bottom of the boa boat NEW YORK, Jan. 31 .- The officials of the

She had no dress underneath the coat. am sure that in another hour several of the North German Lloyd line have given for persons we rescued would have been frozen publication the following figures as the tostiff.' tal number of persons on board the Elbe:

Fifteen first cabin, thirty-one second cabin, two going from Bremen to Southampton,

Captain and Second Officer Tell Two Very 137 steerage and 149 crew, of which twenty Different stories. are known to be saved, making a total of 314 ROTTERDAM, Jan. 31 .- Interviews which

were had this afternoon with Captain Gordon Just before the office of Oririchs & Co. was of the steamer Crathie, which put into Mans-luis yesterday in a damaged condition, and ing incidents of the day was witnessed. Leidel, a tailor living in east Fourth street, this city asked for information of his wife and leave little room for doubt that she was the

child, who were on board the Elbe and are steamship which ran into and sank the Elbe. believed to be drowned. He was much over-Captain Gordon said that the Crathle, at 5:15 come with emotion and cried and genticulated wildly when informed that there had been no word received of the safety of his He said that four years ago came to this country from Munich. He has prospered, and weeks ago he wrote to his wife, Louise, telling her that he had prepared a home for her and that she must start at once for this country with her child. She sold her small property and her business, "I ran and saw a large, strange ship across which realized 2,000 marks. With this she

ought her ticket for this country and embarked with her little nest egg and child on the ill-fated Elbe. James H. Magili of Washington appeared at the offices of the company to settle a mia-take in the passenger list. He called on be-

half of Mrs. Anton Fischer of Washington whose husband's name instead of hers should appear among the lost. A telegram was received from Theodore Vinke of San Antonio, Tex., asking for in-formation regarding his father, John D. Vinke

Total at 514.

of St. Louis, who was a passenger. Whole Family Wiped Out.

BATAVIA, O., Jan. 31.-Mrs. Sophia

estimated that a

Prostrated by the News.

PUEBLO, Colo., Jan. 31.-Mrs. Sophia Rhodes, reported drowned by the sinking f the Elbe, was a sister-in-law of Mrs. M. of the Elbe, was a sister-in-law of Mrs. M. H. Fitch of this place. Her nephew, Eu-gene, who was also drowned, was here last summer as a guest of Mrs. Fitch. He was on his way home from Heidelberg uni-versity and expected to stop at South-ampton and go through to Italy. Oliver Rhodes, brother of Mrs. Rhodes, died Sun-day in a hospital in Washington, and the news of the death of her brother and the news of the death of her brother and the news of the sister-in-law and nephew reached Mrs. Fitch simultaneously, and she is prostrated with grief.

Causin of Prof. Kuhn It is reported to The Bee that Mrs. Louis Kuhn, who was among the passengers lost when the Elbe sank, was a cousin of Prof. Kuhn of Council Bluffs.

PERSONAL PARAGRAPHS.

John Hayes of Red Oak, Ia., is at the Paxton. D. B. Welpton has gone on a trip through

**Cansas** P. Warrick of Burlington, Ia., is stopping

at the Murray. H. G. Moorshead is registered at the Barke rom Chicago.

T. B. Van Eaton of Riverton, Ia., is at the Merchants.

F. E. McGinnis is registered at the Barker from Hastings.

C B. Ellis of River Sioux, Ia., is in the ity for a few days.

S. C. Burchard of Davenport, Ia., is a guest at the Dellone.

C. H. Cole is_registered at the Merchants rom Davenport, Ia.

Nat Baker, wife and son are registered a he Paxton from Lusk, Wyo.

E. P. Roy, advance agent for the Cleve-land minstrels, is at the Murray.

J. L. Craig and Edwin H. Rothert ar registered at the Barker from Counci Bluffs.

Jack Katon, a former Union Pacific switchman of this city, arrived from Chicago yes terday and is visiting his old time friends.

At the Mercer: Frank E. Johnson, Glou-cester, Mass.; D. A. Hopkins, Cincinnati; W. W. Knapp, New York; F. C. Wheeler, Chicago; H. C. Wild, Kansas City; L. N. Gooden, Grand Island; E. E. Carr, Aurora; H. R. Spelman, Carroll, Ia.; S. N. Kime, Toledo; W. W. Ochorn, Classiand; O. H. Swindley F. E. Osborn, Cleveland; O. H. Swingley Beatrice; R. D. Brownlee, Syracuse; Paul C Goelham, Grand Island; J. A. McLaughlin, Craig; J. B. Muchmore, Chicago; L. K. Marshall, Detroit; B. F. Ferris, Cleveland. Marshall, Detroit; H. F. Ferris, Cleveland. Mr. and Mrs.olfe.F. Cady, Miss Hattle Cady and Mr. and Mrs. C. N. Dietz leave Omaha today for New York, from which port they will saft for the Mediterranean sea February 6 on the specially chartered steam-ship Friesland. Rev. H. W. Kuhns will also be of the party, but leaves today via the Burlington, as do the others. The tour of the southern comprise will consume about ten weeks, in which time the Omaha people ten weeks, in which time the Omaha people will visit Corsica, Sicily, Constantinople, going over the Joppa & Jeruzalem railroad to the Holy City and taking in all the historic cities that he on the Mediterranean sea.

Nebraskhis at the lintels.

At the Murray, William Collins, Wahoo; C. W. Cockrell, Lingeth, At the Paxton-John P. Hayes and wife, Norfolk; Oliver Rodgers, W. A. Williams, Lincoln; A. D. Lewis, Fontanelle; William H. Hayden, Hastings. At the Dellone-H. H. Prosser, Lincola; Judge F. G. Hamer, Kearney; C. F. Stock-ert, M. D., Weston; R. V. Martin, Blair; H. A. Hobbs, Bancroft; C. N. Jaques, Lin-coln.

At the Arcade-H. W. Masters, Auburn George Magraw, Gordon; F. T. Redmond and wife, North Platte; J. H. Johrston, Bostwick; H. D. Kelly, Norfolk; J. C. Black-burn, Arlington; W. G. Baker, Creighton. burn, Ariington; W. G. Baker, Creighton, At the Millard-F. Martin, Falls City; b W. E. Jugraham, Gering; M. D. Tyler, Norfolk; W. S. Summers, Tom M. Cook and Mabel C. Banick, Lincoln; J. T. I Trenery, Pawnee City; E. V. Clark, Genca, At the Merchart-Peter Eberon, Frank J. Taylor, St. Paul; John Dougherty, Leslie Neukaner, Schney; C. B. Huxford, Cher-okee; F. H. Gulbraith, Athian; George Hem-stult, V. Maul-br, Papillon; Charles Eurke, North Platte; George D. Mattison, South Band; J. B. O'Eryan, Martin Conner and G. S. Tanner, Loup City; C. M. Hall, Plain-View.

established principle of law. Mr. Cooper said did not pose as an anti-monopolist, an anti-corporation man or a reformer. He did

not believe in the government control of railroads and only believed in the governmen taking this road because that was the only way to do justice under the law to all parties concerned.

Mr. Lockwood of New York closed the debate for the day in advocacy of the bill. He declared the question of the alleged criminality of the original constructors and officials of the road had nothing to do with the merits of this bill, which in his opinion presented the best solution ever offered for the Pacific railroad problem.

At the conclusion of his remarks the house at 5:10 p. m. adjourned until tomorrow at 11 o'clock.

ALLEN PRESENTED THE PETITION. South Omaha Citizens Ask the Senate t

Consent to the Mercer Bill.

WASHINGTON, Jan. 31 .- (Special Tele gram.)-Senator Allen today presented a petition from citizens of South Omaha asking bill. The report will say that the president's for the passage of the Mercer bill making an appropriation of \$100,000 for a public

building at that place. The house committee on liquor traffic today made a favorable report on Meiklejohn's bill making it a misdemeanor and crime to intoxicating liquor to Indians. Mr sell Meiklejohn appeared before the committee and made an argument in advovacy of his

measure. The engineer corps of the War department has made a report to the house recommending the passage of Melklejohn's bill providing for the construction of a wagon and street railbridge over the Missouri river from way South Sioux City, Neb., to Sioux City, Acting on the recommendations of the War department a favorable report will be made on the bill tomorrow.

Congressman Lucas today called up and secured the passage of his bill directing the secretary of the treasury to redeem in favor of the heirs of L. Fulford of Sloux Falls United States bonds, valued at \$700 which were destroyed by fire July 9, 1872.

PREPARING A SENATE PROGRAM.

Democratic Steering Committee Think They Have it Fixed.

WASHINGTON, Jan. 31 .- The democratic steering committee of the senate was in session today trying to agree upon the order in which the general bills, outside of the appropriation bills, shall be taken up and the length of time which will be given to each of them. Sufficient progress was made to justify the democratic managers in promising the rejublican senators they will be able to outline the democratic program for the remainder of the session. The agreement, as far as reached, provides for the prompt consideration of the appropriation bills as soon as reported; for the displacement of the bankruptcy bill after the present week; for taking up the territorial admission bills next week and for their displacement by the pooling b'll after two or three days if it be comes apparent the territorial bills cannot pass. Democratic senators generally say pass. it has already become apparent the banruptcy

bill cannot page. Many express the it will be impossible to get the territorial bills through and admit this is the reason for alloting so short a time to them.

Committee to Weigh Coin.

WASHINGTON, Jan. 21.-The following named gentlemen have been designated by the president as commissioners to test and the president as commissioners to test and examine the weight and fineness of the cons reserved at the several mints during 1890 Senator Voorhees, chairman of the finance committee: Dr. James P. Kimball of New York: Prof Nathaniel S. Shaler, Cambridge, Mass.; Hon. Isaac M. Westen, Grand Rap-ids, Mich.; Prof. Edgar F. Smith, University of Pennsylvania; Prof. Charles E. Mouroe, Columbian university; Robert Harnett, San Francisco; William J. Puckett, Denver, Colo: J. Howard Wainwright, New York; Cabel Whitehead, Washington; B. K. Jami-son, William C. Built and John T. Batley, Philadelphia; Hon. D. R. Francis, St. Louis; Samuel Bancroft, Wilmington, Del.; Lamar H. Quintaro, New Orleans. H. Quintaro, New Orleans.

National Beard of Trade Recommendations. WASHINGTON, Jan. 31.-The National Board of Trade today adopted the report of

No One Appears to Be Pleased with the Committee Financial Bill.

as follows: WASHINGTON, Jan. 31 .- A haze of un-"Resolved, That in the judgment of the certainty surrounds the fate of the adminis-National Board of Trade, which represents tration financial bill in the house next week. the shippers and not the railroads of this Comparatively few members of either party country, the Patterson pooling bill will not are satisfied with the measure in its present abrogate legitimate competition among the form with the amendments which have been rallroads, but will tend to prevent unjust added, and which, some assert, have distorted discriminations and promote the interest of it from the form of a definite plan of policy. all shippers who are satisfied with reasonable, There is no talk of a caucus by either party uniform and stable rates; that the far-reaching influence of water transportation has asat this time and the policy of each seems to sured to this country much lower rates for be every man for himself. Few members of railroad transportation than are enjoyed by the banking committee are pleased with the bill and several amendments will be proposed to be guarded against at the present time is not high rates, but unjust discrimination; and we deprecate further amendments in the by them in the house. The rules committee senate, and respectfully but carnestly urge

has not considered the matter of time. Doubtless the bill will be the order for Monday and Chairman Springer thinks that two days will suffice for debate Chairman Springer will tomorrow make a

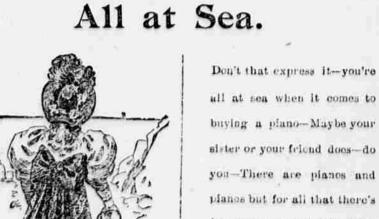
brief report to the house to accompany the message "sets forth clearly and forcibly the reasons for the passage of this bill. Your committee could add nothing in facts or rgument which would better portray the existing condition of our financial affairs or more clearly demonstrate the necessity for prompt and patriotic action on the part of ongress to secure the needed relief." After relating the amendments which are

signed. Iowa – Beaconsfield, Ringgold county, Lizzie R. German, vice A. H. Fox, removed. Hebron, Adair county, Bertha Augenstein, vice A. R. Haskell, resigned; Legrand, Marshall county, W. C. Sallsbury, vice A. L. Creger, resigned. Postmasters were commissioned today as follows: Nebraska-Henry W. Bushnell, Strang, Iowa-Martin D. Madlen, Lyons; Jacob O. Zook, Glenellen, South Dakota-Charles W. Hubbert, Crowlake. ecommended the report adds: "The extrardinary condition to which the president has referred in his message and the necessity for immediate action in view of the early ad-journment of this congress have constrained WASHINGTON, Jan. 31 .- Senator Brice your committee to concur in reporting the had quite an extended conference with the president today, Mr. Brice said his visit

ill with the proposed amendments to the was for the purpose of presenting a Pacific railroad proposition which he says is re-ceived with considerable favor in both the house and senate. It is that the government sell its entire interest in the Pacific roads, receiving the original debt and throwing off the interest. house for, its consideration." The democrats of the committee who voted yesterday against reporting the administra-tion bill. Representatives Hall of Missouri. Cox of Tennessee and Black of Georgia, will report the substitute based upon the Carlisle currency bill.

### Peffer Wants a Special Election.

Army Leaves Granted. WASHINGTON, Jan. 51.--A joint resolu-tion providing for a special election on the WASHINGTON, Jan. 31.-(Special Telegram.)-Captain George S. Hoyle, First cavfirst Tuesday of October, 1895, to ascertain alry, is granted ten days' extended leave; the will of the people respecting financial mary, is matters was introduced in the senate today infantry, by Mr. Peffer. The questions to be sub-mitted to the people are to include: Shall congress provide for the issue of interest Louis bearing bonds? Shall congress provide for the Saptain Theoplius W. Morrison, Sixteenth nfantry, one month extended; First Lieu-cnant Henry C. Fisher, assistant surgeon, ourteen days' extended; Second Lieutenant fourteen days' extended; Second Lieut Louis C. Sherer, Fifth cavalry, two



all at sea when it comes to buying a plano-Maybe your sister or your friend does-do you-There are planos and planos but for all that there's just one you can rely upon -besides the man who sells them, has been here selling them for 20 years. His judgment can be trusted.

1513 Douglas

Sole agent for KIMBALL PIANOS.