SURVIVORS BLAME OFFICERS OF THE BRITISH STEAMER

CHARGE MADE OF COWARDICE

Statements By Some of the Survivors

THEY DID NOT KNOW

Believed They Were the Only Ones to Be Saved.

SAY THEY WERE DESERTED

Stir Raised by the Charge of Second Officer Bunn, of the Luckenbach, Who Denounced the Officers of the Indrakuala, Who, He Declares, Had Regard Only for Their Own Safety and Rushed Full Speed to the Beach—Drastic Penalties Provided for Leaving Vessels in Distress.

Bureau of The Baltimore American,
1410 Pennsylvania Avenue,
Washington, January 4.

An investigation by federal authorities of the collision between the steamers Julia Luckenbach and Indrakuala, in which more than a score of persons lost their lives, was believed likely tonight when Commissioner of Navigation Chamberlain left Washington for Newport News.

Although it was explained that Chamberlain's departure had been prearranged and was not directly as a result of the collision, it was admitted that he would probably make a preliminary investigation on his own initiative covering the charges of Second Officer Brunn, one of the survivors.

Brunn alleged that the Indrakuala, struck the Julia Luckenbach, made no effort to render assistance to the distressed ship.

The Indrakuala's story of the collision has not yet been told. If the Luckenbach survivors' stories are substantiated, however, the officers of the Indrakuala are subject to heavy penalties.

The law of 1890 provides:

"In every case of collision between two vessels it shall be the duty of the master, * * * insofar as he can do so without serious danger to his own vessel, crew and passengers, to stand by the other vessel until he has ascertained that she is in need of no further assistance, and to render to the other vessel, * * * any such assistance as may be practicable and as may be necessary, in order to save them from any danger."

Heavy fine and imprisonment is the penalty provided.

THE SURVIVORS' CHARGES

Bitterly Condemn the Action of Officers of British Ship.

Norfolk, Va., January 4.—The survivors of the sunken steamer Luckenback severely criticise the officers of the British steamer Indrakuala for not standing by after the collision and aiding them.

The following description of the scene on the Luckenback after the collision is an epitome of the statements by survivors. After the collision it was every man for himself. From the depths of the fireroom and forecastle those below came tumbling on deck, many of them with nothing on but their underclothes. Captain Gilbert tried to go aft to the companionway to save his invalid wife, but the vessel began to go down. Fruitless efforts were made to lower the lifeboats, but so fast did the ship fill it was impossible to loosen the davits. The men rushed for the rigging of the main mast, the water sweeping several of them from the deck into the icy water of Chesapeake Bay.

Those on board the Indrakuala paid no attention to the plight of the men on the Luckenback. The fog lifted enough for the struggling men to see what was going on. According to George Davis, the only quartermaster of the Luckenback to survive, who was at the wheel, three lifeboats were lowered from the Indrakuala, as those on board her thought the British tramp was about to go down. The lifeboats made no effort to approach the foundering Luckenback, which was less than a ship's length away.

All of the survivors are bitter in their condemnation of the way the men on the Indrakuala acted, declaring no effort was made to help or save them.

GOES DOWN HEAD FIRST.

With a hissing noise as the water poured into the fire-room the wounded vessel dived head first into the 52 feet of water as the men half swam, half climbed over the deck for the rigging of the main mast.

As the steamer settled on the bottom men were seen struggling in the turbulent water alongside, striving for a handhold. With one exception all of those below deck were drowned. That one exception was William Hoffmann, a fireman. Hoffman rushed on the deck when the collision occurred and clambered into the rigging. He saw Captain Gilbert fighting against the suction caused by the sinking steamer, but the ship master's strength was too little and he went down before their eyes.

THE CAPTAIN'S SACRIFICE.

"Captain Gilbert could have saved himself," said Mate William Brunn, "but instead he chose to go down. He swam about in little circles, apparently looking for his wife, each time growing weaker and being dashed by the waves.

"I might have been dreaming," continued Brunn, "but I seemed to have heard him shout something and then disappear. I don't know how we were saved; it all may have been part of a terrible dream. When the crash came I was knocked off my feet. I got up tangled in the rigging with the sea breaking over me. I climbed up instinctively as the waters rose. When I finally looked down there was no ship beneath me. I found myself lashed to the mast.

"Then I looked about and saw several other men, some on the stick with me; others on the forward mast. The wind was blowing a howling hurricane. The ropes binding our bodies to the mast felt every moment like they would part. The wind lashed our bodies like whips. Our clothing was torn away and our naked bodies bruised and cut by the ropes with which we lashed ourselves and the pounding against the masts. I fared badly, but some of the others fared worse.

NAKED AND BLEEDING.

"There was Chris Knudson, who escaped from the engine-room without putting on any heavy clothing. We on deck were in reefers. Knudson was naked after a moment's exposure to that cyclone of wind—naked and bleeding all over. He lost his head. He had been almost beaten to death by the waves when I saw his body slip from the mast and go overboard.

"A short distance away—a very short distance—the Indrakuala was lowering her lifeboats and we thought we were to be saved. However, they didn't come our way. Then the Indrakuala turned her nose to the beach and made for it full speed."

Other survivors tonight said that at one time the Indrakuala was apparently only 50 yards away, and seemed to be only slightly damaged. Her crew, they asserted, poured over the side into lifeboats and the survivors think they pulled for the shore after the vessel was beached, although this does not explain how men on the vessel apparently later sent the Danish liner Pennsylvania to the Luckenback's aid.

No word was received here tonight from the Indrakuala. She is not supposed to be in any immediate danger and lies in fairly smooth water, her bottom on the sand. The revenue cutter Apache left here this afternoon to stand by and render assistance if any were needed. Several wrecking tugs are searching the waters above the death ship Luckenbach for bodies. There is practically no hope, mariners say, that any will be recovered unless the hulk of the ship is opened or divers penetrate to the cabins and release the dead.

LINER RUNS AGROUND

Steamship Amerika Stuck Fast Off Staten Island.

Special Dispatch to The American.

New York, January 4.—"Stuck in the mud" is a homely phrase that aptly describes the exact state of the 1,000 passengers and crew of the Hamburg-American liner Amerika as she lies tonight hard and fast on the oozy bottom of the upper bay just off Tompkinsville, Staten Island. Within full sight of the gleaming skyscrapers of lower Manhattan, which ought by this time to be 250 miles astern, all the hundreds of distinguished persons making up the first-class cabin list could do was stand at the rail of the motionless liner and grumble at their luck.

It had been expected that the big ship could be floated at high tide, but when the flood came at 6 o'clock this evening Captain Knuth found his vessel still so firmly wedged into the soft bottom that all the snorting and puffing little tugs sent to her aid were unable to budge her. When the tide began to ebb again the attempt was given up until the next flood at daybreak tomorrow. By pumping all the water from her forward tanks and filling the after tanks to change the vessel's trim the captain expects to slide her off the mud bank without any further trouble.

There is no danger, as the weather is clear and the ship lies close in shore. The accident was an unavoidable one. The ship was in the proper channel, but owing to the heavy storm of the past 24 hours there was an exceptionally low tide, lower than the old boatmen of the river front have known in many years. Ordinarily the Amerika with full cargo aboard can clear the channel bottom at the point she struck today, even at low tide with several feet to spare.

Storm Sweeps Colorado.

Special Dispatch to The American.

Denver, Colo., January 4.—One of the fiercest storms in years is raging tonight over Colorado and Wyoming. In Denver a heavy snowfall began this afternoon and continued tonight. In other sections of the state the storm did great damage. The wind reached a velocity of 70 miles an hour. At Colorado City a mill was unroofed and one workman killed. In the mountains the wind has blown the snow into huge drifts.

WOMEN DEMOCRATS

Their National League Will Convene in Washington Tuesday.

Special Dispatch to The American.

Washington, January 4.—The program for the first annual convention of the Woman's National Democratic League, to be held in this city January 7, 8 and 9, was announced today by Mrs. William A. Cullop, wife of Representative Cullop, chairman of arrangements. Prominent Democratic women from all over the country are expected to attend. The meetings will be held in the New Willard Hotel. The sessions are as follows:

January 7—Convention called to order by President Mrs. John Sherwin Crosby; greetings from Champ Clark, speaker of the House of Representatives; address by the president, Mrs. Crosby; a welcome from Mrs. Matthew T. Scott, president general, D. A. R.

January 8—After the president calls the meeting to order there will be prayer by Rev. Donald MacLeod, D. D., and reports of national officers, including state vice presidents.

Mrs. Perry Belmont, chairman of the reception committee, will hold a reception for officers, members and friends of the league from 5 to 7 o'clock at her home, 1618 New Hampshire avenue.

January 9—William Corcoran Eustis, chairman of the Wilson inaugural committee, will deliver an address. Reports of standing and special committees and unfinished business will conclude the convention.

WOMAN DENIES GUILT

Says Her Two Children Died of Ptomaine Poison.

St. Albans, Vt., January 4.—Ptomaine poisoning is declared by Mrs. Julius Wells, of Swanton, to have caused the fatal illness of two of her children, Lewis, aged six, and Mary, aged four years, for whose deaths a month ago she was arrested yesterday, charged with murder. In a statement today in her cell Mrs. Wells asserted her innocence.

She declared that condensed milk had caused the children to become ill and that a physician, who was called to attend them, gave the cause of death of the two children as ptomaine poisoning.

Concerning the life insurance on the two children, Mrs. Wells said it amounted to $80. The burial expense, she said, took all but $10 of this, and she turned the $10 over to her husband.

Mrs. Wells has been married 17 years and has had 10 children, of whom two sons and three daughters are now living.

WILSON'S FINAL APPEAL

The Secretary Asks for Funds for Agricultural Department.

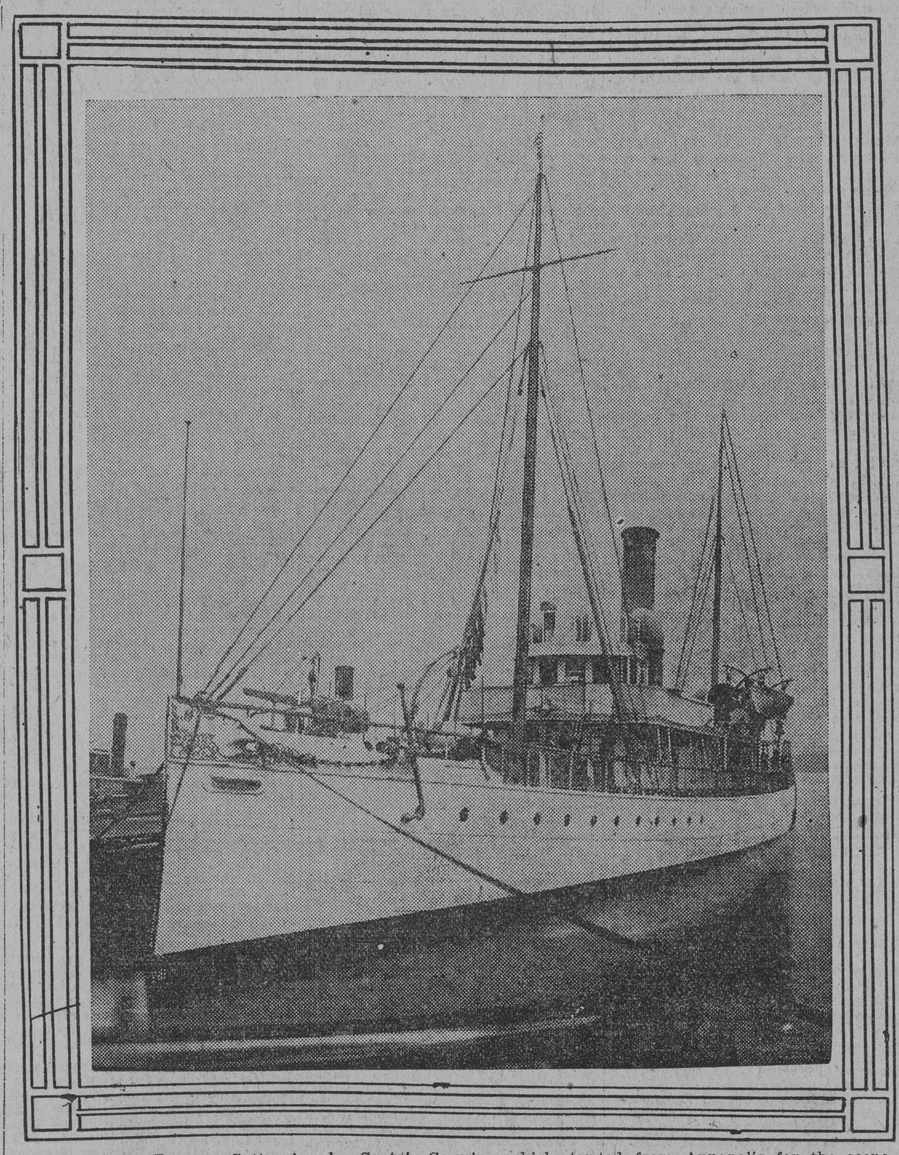
Washington, January 4.—"Tama Jim" Wilson today made his last appeal for funds to conduct the work of the Department of Agriculture, when he appeared before the House Agriculture Committee. Secretary Wilson will retire March 4.

In particular he asked for increased appropriations to continue the enforcement of the Pure Food Law.

"A good many people have expressed dissatisfaction," said the Secretary, "with our efforts to enforce the Pure Food Law. But we have done as much as we could with the means at our command, and during the last year we have made that branch of the department 25 per cent. more efficient."

Secretary Wilson also asked increased appropriations for educational work and reviewed the work of the department in the South. He asserted that the beef supply of the country must in the future come from the South instead of from the West, and said that the department was endeavoring to aid the Southern farmer.

RUSHED TO SCENE OF DISASTER



United States Revenue Cutter Apache, Captain Carmine, which started from Annapolis for the scene of the wreck as soon as the news was received. The Apache has frequently rendered valuable services as a government patrol boat on the Chesapeake.

EASY TO DETECT DISEASE

X Rays Make Difficult Diagnoses Now Possible.

Special Dispatch to The American.

Chicago, January 4.—Remarkable advances in the use of x-rays to detect diseases were announced today at the annual session of the Chicago Osteopathic Association at the Hotel La Salle.

Specialists are now able, it was announced to diagnose by Roentgen rays not merely the condition and location of bone structures, but also the minutest abnormal conditions of flesh organs, detecting disease even in the softest tissues. Diagnoses which were once impossible or extremely dubious to the medical profession will be rendered easy, it is declared, by the x-ray.

"By the delicate use of the finest apparatus," said Dr. M. Prichard Von David, Roentgenologist to the Boston Polyclinic, "the expert is able, after very long special experimenting and training, to detect innumerable diseased conditions. The new x-ray plate will show the exact size, position and condition of organs, will reveal the presence of such things as gall stones, floating kidney, dilated stomach, prolapsed stomach, prolapsed large intestines, ulcer, stricture of stomach or intestines, tumors, displacement or enlargement of the heart, aneurism, pulmonary tuberculosis, disease of the frontal sinus and anrum, mastoiditis and many other grave conditions, the diagnosis of which by any other means is often difficult and sometimes impossible."

ALIVE, YET LEGALLY DEAD

Condemned Man Was Not Executed at Appointed Time.

Special Dispatch to The American.

Denver, January 4.—Oscar Cook, who, in company with Edward L. Siewalk, killed Andrew J. Loyd, a saloonkeeper, and William McPherson, a policeman, in a holdup here last March, is dead—that is, he is legally dead.

By the failure of officials to carry out the court's order and hang Cook in the week beginning November 12 attorneys assert that Cook can never be executed for the murder of McPherson.

The complication has grown out of the failure to file the abstract of record and the brief of Cook's attorney, following the order of the Supreme Court, which granted a stay of execution. The time for filing expired last fall, and on or before November 12 the sheriff should have taken Cook to the state penitentiary and the warden should have executed Cook within that week.

It is also argued that Cook cannot be tried for the murder of Loyd for the same reason, that he is legally dead.

POET TO BECOME TRAMP

Richard Le Gallienne Is Tired of City Life.

Special Dispatch to The American.

New York, January 4.—Richard Le Gallienne, the poet who wrote The Poet with the Coward's Tongue, in reply to William Watson's The Woman with the Serpent's Tongue, sailed today for Marseilles on the steamer Canada to spend the next four months "as a hobo."

"I have given up city life for good," he said, "as I can find in nature all the dramatic contrasts of city life. The same conflict, the same tyranny, the same injustice. In flowers I find the same goodness and beauty as I do among human beings; I also find the same ugliness.

"The gypsy and the hobo have the right idea of life. Free and unconventional, they can roam at will. If men like the Goulds, Vanderbilts, Morgans and other millionaires were to follow their example, they would soon obtain the rest of soul that they cannot get by the expenditure of their millions."

The author of If I Were God was disinclined to speak further of his plans and referred the interviewer to Mrs. Le Gallienne third, who formerly was the wife of Roland Hinton Perry, the American sculptor. [illegible]ter Gwendolyn [illegible] to tramp and camp by the roadside with her mother and the poet.

Mrs. Le Gallienne said that as soon as they arrive in Marseilles they will put on comfortable shoes and suitable clothing, carry gripsacks on their backs and begin a tramp of 450 miles to Paris.

CALLS FISHER INCOMPETENT

Senator Ashurst and Secretary of the Interior Clash.

Special Dispatch to The American.

Washington, January 4.—Senator Ashurst, of Arizona, called on Secretary of Interior Fisher today to protest against a ruling that overturned previous rulings of the department of 30 years' standing. After asking Secretary Fisher a number of questions, Senator Ashurst, smiling blandly and in good humor, told him plainly he certainly was incompetent for his position.

"Why," exclaimed Secretary Fisher after he had got his breath, "that is an insult to a cabinet officer."

"Not at all," retorted the Arizona Senator. "I am only speaking the truth. You admit by what you have told me that you know nothing of the conditions in the mining states; that you know nothing of mining law, and that you never tried a mining case. I have asked you if you knew the meaning of a half dozen different terms used in mining, and you say you do not. Doesn't that prove your incompetency?"

The Secretary used some forceful language, but Senator Ashurst maintained his good nature and merely emphasized his original statement.

Secretary Fisher had ruled that there could be no prospecting for valuable minerals as practiced for more than a quarter of a century; that the miner must discover it on the surface and not sink any shafts.

The man for whom the Senator made the fight was Hoval A. Smith, an ardent Taft Republican, who made the race for the United States Senate against Mr. Ashurst. Senator Smoot, of Utah, also, has protested against this ruling, and the position of these two Senators has been backed up by every senator from a mining state.

MR. AND MRS. BROOKS PART

One of the Langhorne Beauties Leaves Her Husband.

Special Dispatch to The American.

Greenwood, Va., January 4.—The fact that Reginald Brooks and his wife Phyllis, one of the beautiful Langhorne sisters, have separated was learned today.

The articles of separation were signed in New York three weeks ago, the parting being by mutual consent. Mrs. Brooks will continue to reside in Mirador, in this county, will receive an annual settlement of $12,000 a year and will have the custody of the two children, with the proviso that Brooks may see them whenever he wishes.

No suit for divorce has been filed, and it was stated today that none was contemplated.

The marriage of Phyllis Langhorne to Reginald Brooks, in 1901, was a brilliant social event and was the fourth in which the famous Langhorne sisters figured. Her sisters are Mrs. Charles Dana Gibson, whose beauty inspired her husband; Mrs. Waldorf Astor, Mrs. T. Moncure Perkins, and Mrs. Paul Phipps, the baby sister, who was married to the London architect a few years ago.

SHORN OF MUCH GLORY

Suffragette Parade for March 3 Barred From Avenue.

Special Dispatch to The American.

Washington, January 4. — The brilliant and picturesque suffragette parade planned for March 3 will be shorn of a great deal of its glory by the declination of the police department to allow the ladies to march on Pennsylvania avenue.

The suffragettes are militantly mad about this order and they will try to have it revoked. They are not satisfied with a proposed compromise that they parade on Sixteenth street. This is a magnificent thoroughfare, but it is not Pennsylvania avenue, which men have used for years when they wanted to show themselves to best advantage. The police department thinks that on the 3d instant Pennsylvania avenue will be crowded with arriving contingents of sightsesers, military and civic bodies, etc.

SOME PREVIOUS DISASTERS

LIST OF LOCAL MARINE MISHAPS ATTENDED WITH FATALITIES.

April 18, 1824—Boiler of steamboat Eagle exploded while she was returning to Baltimore from Annapolis, so badly injuring Henry M. Murray, state district attorney, that he died April 28 following. It was the first fatal explosion in the history of steam navigation on the Chesapeake Bay.

April 15, 1842—Boiler of steamboat Medora exploded in harbor of Baltimore while she was getting ready to go on her trial trip, killing 27 and wounding 40 persons.

June 3, 1845—Steamboat Paul Jones, while bound from Havre de Grace to Baltimore, exploded her boiler in the bay off North Point, killing four persons.

October 22, 1878—Steamer Express, of the Baltimore and Potomac Transportation Company, foundered off Point-no-Point, while bound from Baltimore to Washington, with a loss of 17 lives.

June 7, 1888—Collision between the steamer Joppa and the steam yacht Gleam, owned by T. Harrison Garrett, in which the owner was drowned.

August 12, 1899—Barkentine Priscilla, bound from Baltimore to Rio de Janeiro, wrecked in a storm on Gull Shoals, 18 miles north of Cape Hatteras, and four lives were lost.

July 2, 1900—Steamer Dorchester ran into and sank in the harbor of Baltimore schooner Ostrich. No lives lost.

July 31, 1900—Boiler of tug Templar exploded in harbor, killing two and injuring three of crew.

October 18, 1900—Schooner John A. Curtis was sunk in Hampton Roads by being in collision with an ocean-going tug.

August 27, 1901—Schooner Ida E. Conly sunk off Sandy Point by collision with steamer Endeavor.

June 6, 1903—Steamer Talbot sprang a leak off Chesapeake Beach and went to bottom. No lives lost.

March 3, 1904—Schooner Gardiner G. Deering sunk in Lower Bay by steamer Essex.

March 7, 1904—Norwegian steamer Iberia sunk off Fort McHenry, just outside the harbor, by being in collision with Norwegian steamer Simon Dumois.

WIRELESS WOULD HAVE BROUGHT AID

Continued from Sixth Page.

hours we were washed by the icy waters, and time and again were nearly torn from our places of safety. All who were saved were on the upper deck at the time. The others who were below had little chance of escaping. Where the Julia Luckenbach went down there is about 52 feet of water.

"At the time of the collision the wind was blowing a gale, and those who managed to save themselves did so only by struggling desperately with the waves. Although we suffered intensely from the cold and water and wind, we lived in hopes that some vessel would soon come to our rescue. After Captain Gilbert, his wife and the other men went down they did not come to the surface, and evidently were held prisoners by the suction of the water which was rapidly filling the ship. I cannot talk much more, for I am getting weak. Tell my wife and children that I am safe and will be home as soon as I can get there. Tell them not to worry and give them my love."

An agent of the company hurried to the home of Chief Officer Hunt, but when he arrived there Mrs. Hunt had already received a telegram from her husband. The telegram read:

"Am safe. Coming home as soon as possible. Probably Sunday."

MRS. HUNT'S PREMONITION.

When Mrs. Hunt received the telegram she was overcome for joy to learn of the safety of her husband. With the little yellow slip in her hands she fell to the floor in a faint. She was revived soon after, however, and then told of a premonition of the disaster which she had had two nights in succession. Chief Officer Hunt has had several narrow escapes. This is the third disaster which he has been in. The first was when he was a member of the Navy on board the battleship Maine. On the night when that vessel was blown up in the harbor of Havana he narrowly escaped with his life. Several years ago he was an officer on a vessel plying between New York and England. That vessel was wrecked and for four days he lived on a raft in the middle of the Atlantic.

"I do not know what has been the matter with me," said Mrs. Hunt yesterday, "but for the past two days I have had a premonition that something was going to happen—something dreadful. I did not retire until late Thursday night and all night long I was kept awake by the thought of some big disaster. It was absolutely impossible for me to sleep, so I just spent the night in walking the floor and thinking. It appeared to me that there was going to be some kind of a sea tragedy and that thought remained with me until this morning, when I received the telegram. I then knew that my premonition had been realized, but the telegram was so indefinite that I did not know what had happened.

A TERRIFYING VISION.

"Last night I retired early in the hope of being able to sleep. I was tired and worn out and slept soundly until midnight. Suddenly I awoke and found myself sitting up in bed staring at the wall. Something in my mind kept telling me that something had happened in which many persons had lost their lives. Suddenly I imagined I saw Fred standing before me, and then he vanished. I could think of nothing but him. Before going to bed I had been talking to the children about him, and at the time I thought that may have had something to do with it. After trying to sleep again, and failing, I sat in a chair for a long while, and then returned to bed, but not to sleep. It seemed as though I lay awake for hours, thinking all the time of Fred. Finally, unable to stand it any longer, I dressed and went down stairs. That was about 5 o'clock.

"Fred has followed the sea ever since he was a small boy. When he was 12 years old his father, who was a sea captain, used to take him on long voyages. At that time he was a cabin boy, but later on he signed before the mast and continued to sail with his father. Under him Fred had many opportunities for learning rapidly, and when only 17 years old, he was a quartermaster on one of his father's vessels.

"Since that time he has been on many vessels and in several wrecks, but a kind Providence seems to be watching over him. He enlisted in the Navy and is one of the survivors of the Maine, which was blown up in Havana harbor. Another time he was picked up from a raft in midocean, after having been adrift for four days. Fred holds a captain's license and is considered the youngest captain on the Atlantic Coast. Because he is away from home on such long voyages when acting in that capacity, he signed up on the Julia Luckenbach as chief officer. You see, by doing that, he has more time at home. I have been with him on many voyages, and came near going with him on this last one. He begged me for a long while to go with him and I would have gone, too, had it not been for the children. Had I been with him I know we both would have been lost."

Mrs. Hunt, who is a small woman, said that she and Hunt were married when she was only 14 years old. She has been in this city only three weeks, having come here from New York with her four children to join her husband when he completed this voyage. They are boarding with Mrs. Catherine McPhaded at 2214 Oak street.

A DESOLATED HOME.

It was a pathetic sight in the home of Captain Gilbert, in Raspeburg, on the Belair road, when the news of the disaster and the death of the Captain and his wife was broken yesterday morning by a representative of The American. An effort was made to keep the news from the children (Phyllis Maud Evelyn, 15 years old, and John Handley, 12 years old), but with the instinct of children they soon realized that something serious had happened to their parents, whom they had not seen for more than two months and whom they were anxious to see. They knew that their father and mother were due at this port yesterday and were anxiously awaiting their arrival. When Mrs. Mary A. Logue, with whom they are boarding, read to them the damage of the storm of Friday, which swept the coast and Bay, the children began to feel fears for the safety of their parents, and before going to bed knelt for a long time in prayer, offering them up for the safety of their parents.

The children retired early, but were unable to sleep, a premonition of danger to their parents keeping them awake nearly all of the night. Half a dozen or more times they got out of bed and went to the room of Mrs. Logue, where they knelt in prayer. Yesterday, when a reporter of The American visited the Logue home and told of the disaster which befell the Julia Luckenbach, Mrs. Logue was overcome. An effort was made to keep the news of the death of the parents from the children, but they were told of the sinking of the vessel.

BEGGING FOR NEWS.

Mrs. Logue was far from being unprepared for the news, for Friday night she also had a premonition of disaster. She dreamed that Captain Gilbert was in a church which had collapsed and had visions of his crawling from beneath the pews and working his way out of the wreckage. The children begged for the news of the parents. "Where is our papa?" "Have they gone down?" "Won't you bring papa and mama back to us?" "What has happened to them?" were some of the questions they asked. When the reporter left the house with photographs of the Captain and Mrs. Gilbert the children, with tears in their eyes, begged to be allowed to kiss them.

The disconsolate children, unable longer to remain at home, determined to come to Baltimore and seek news for themselves.

They wandered about for some time, finally reaching the store of the ship-chandling firm of S. P. Blackburn & Co., East Lombard street. Here they made inquiries as to the possibility of their parents having escaped death in the disaster, only to have their hearts made sad by being told their hopes were not easy to be realized.

Heartbroken, the children returned home, refusing to be consoled, and immediately retired to their room. The extreme affection of the children for each other is well known to those who have come in contact with them.

ALL ALONE.

The children have no relatives in this country, but they are in excellent hands at present and E. M. Fallon, the agent for the ill-fated steamship, will spare no pains to amply provide for them until word comes from England as to their final disposal. It is expected that following cablegrams which will be sent by Mr. Fallon to the children's relatives across the water, acquainting them of the fate of Captain Gilbert and his wife, little Phyllis will write in a day or so to her grandmother on the other side a detailed account of her and her brother's plight.

Captain Gilbert was born in Brighton, England, about 45 years ago. Soon after reaching his majority he married Miss Louisa Handley, also of England. Mrs. Gilbert has been accustomed to traveling with her husband for a number of years on his voyages and while they were away they would board the children with select families so that their education might be properly fostered.

About three months ago Mrs. Gilbert fell and broke her leg while at her home and after spending a month at the Mercy Hospital left with her husband on the voyage which proved so ill-fated. Mrs. Gilbert had not yet obtained the use of her injured leg.

SAILS TORN TO PIECES

Capt. Todd, of Schooner Hulda, Has Rough Experience in Bay.

Capt. J. T. Todd, of the schooner Hulda, had a narrow escape with his life and vessel when caught in the Chesapeake Bay during the severe blow of Friday. When the vessel reached this port the jib and mainsail were torn into ribbons.

"We were bound from Easton for Baltimore with a cargo of crushed oyster shells," said Captain Todd, "and were caught in the middle of the Bay when the storm was at its worst. I managed to get across and anchored in Magothy River for harbor. The seas were the highest that I have ever seen, and when I look back I wonder how we reached the westward side of the Bay.

"After the weather had moderated somewhat, under reefed mainsail and jib we got under way for Baltimore. When off Sparrows Point a terrific squall struck the vessel, which threw its starboard rail under water. Seas were breaking all over the vessel and it was almost impossible to stand on our feet. There was a ripping and tearing and the jib was torn into tatters in less time than it takes to tell, and shortly afterward, while lowering the mainsail to present less canvas to the wind, it thrashed itself to pieces. It was a fair wind, however, and with what sail remained on the Hulda we reached Canton anchorage, from where we were taken in tow by a tug and placed alongside the wharf. Without exception, it was the worst experience that I have ever gone through, and I would not like to repeat it."

FIRST TO SIGHT WRECK

Steamer Florida Arrived Late on Run From Norfolk.

The first boat to pass the Luckenbach after she sank off Tangier Sound is believed to have been the Florida, of the Baltimore Steam Packet Company, which arrived a little late from Norfolk yesterday morning. Capt. W. C. Almy, the master, reported yesterday morning to Captain John R. Sherwood, the president of the company, who was a passenger aboard the vessel, that when near Tangier Sound the lookout had sighted a dark object in the water and that upon stopping two masts were seen projecting from the water. The cry of the lookout caused the captain to throw the wheel of the vessel hard to port. As soon as the big vessel had been brought to a stop, the searchlight was thrown on the water and efforts were made to see if anyone might be floating on wreckage. Finding nothing, the ship resumed its course, but all the way up the Bay the searchlight was played upon the waters for possible survivors.

According to Captain Almy, who has had many years' experience on the Bay, and who is the possessor of several medals for thrilling rescues, the Florida was battling bravely against the wind and waves when the lookout on the forward part of the ship sighted the dark object lying off the starboard side of the ship. It was close and the man sounded a cry of warning. Despite the quickness of Captain Almy in spinning the wheel so as to turn the boat, the big ship almost crashed into the submerged ship and, as it responded to the rudder, the stern narrowly escaped grazing the derelict.

Captain Sherwood was asleep in one of the double staterooms, and he noted that the vessel had stopped near midnight. When he arose in the morning Captain Almy reported to him what had been seen, of what he had done and the efforts made to find any survivors. As soon as the Florida docked with her passengers the matter was reported to the United States authorities.

Captain Almy and other seamen coming to this city from Norfolk and points South say that the storm around that city was the worst that they had ever seen. At times the water was very low and again it was very much higher than the average height of high tide.

TAFTS AND MRS. CLEVELAND

President and His Wife Will Entertain Her Next Tuesday.

Special Dispatch to The American.

Washington, January 4.—President and Mrs. Taft will give a dinner at the White House on Saturday, January 11, in honor of Mrs. Grover Cleveland, who will come to Washington next Tuesday as the guest of Mr. and Mrs. John Hays Hammond. This will be the first time Mrs. Cleveland has been in the White House since she left it at the termination of her late husband's term as president. With Mrs. Cleveland will be her fiance, Prof. J. T. Preston, and her daughter, Miss Esther Cleveland, both of whom will also be guests of Mr. and Mrs. Hammond. President and Mrs. Taft will greet Mrs. Cleveland and her party in the Blue Room, standing on the very rug with the spread eagle of the United States on which the beautiful Frances Folsom and Grover Cleveland, president of the United States, once stood to be married. When Miss Esther Cleveland was last in the house she was just beginning to walk and talk.

The entire two weeks which Mrs. Cleveland plans to spend in Washington are to be made weeks of rejoicing at her return to the city in which she once ruled as queen.

A German Field Marshal Dead.

Berlin, January 4.—Field Marshal Count Alfred von Schlieffen, formerly chief of the general staff of the German Army, died today. Count von Schlieffen was in his eightieth year. He was succeeded as chief of general staff by Lieutenant General Count von Moltke in 1906.

SINKS WITHIN TWO MINUTES

Continued from Sixth Page.

aboard. Two hours had been consumed in this daring fight by Mate Jorgensen and his five brave men, but they stuck to their task with grim determination.

LEAPING FOR THE BUOYS.

This time lines and ring buoys were placed in the small boat and again it put off for the wreck. When the small boat was passing between the two masts a sailor heaved a line and it caught over one of the cargo derricks and held. The buoys were then strung on the line with rings. These buoys could be drawn up only within 18 feet of the survivors, who were clinging desperately to the rigging and praying that the brave efforts to save them would be crowned with success.

The survivors had to leap for the buoys. It was a desperate chance, but to remain in the rigging meant death, the waves having torn most of the clothing from the men and almost frozen them. One by one they leaped for the buoy and each one caught it and was hauled aboard the lifeboat.

The Pennsylvania again steamed to the windward of the wreck and hove to and the boat with the survivors was pulled aboard.

FIRST OFFICER HUNT'S STORY.

"I don't know how I escaped," said First Officer Frederick Hunt after his arrival here. "When the ship went down I found myself tangled in the rigging, and there I stayed. Not a lifeboat was to be had, so quickly did the ship go under. I never suffered such torture as I did in those six hours that I clung to the rigging. My clothes and those of my comrades were torn to shreds by the high winds, and the great seas that swept over me almost every minute beat me almost into insensibility. Too much cannot be said in praise of the bravery displayed by the officers and crew of the Pennsylvania, who rescued us.

"When the crash came Captain Gilbert tried to get to his wife, who was sleeping in the cabin below, but he could not make it before the ship went down. I last saw him swimming toward the cabin. Then he went down and was seen no more. Two men grabbed the smokestack, but that gave way and carried them down with it. I saw another man riding by me on a hatch, but in a minute the hatch went under a big sea, and when it ca[illegible] up the man was gone."

Mate Hunt was in a pitiable condit[illegible] He was almost wild with grief and su[illegible]ing. He wept as he told of the p[illegible] struggles of the men about him who [illegible] trying to save themselves and o[illegible] brave attempt of the Captain to [illegible] his wife.

"And to think that there are tw[illegible] children in Baltimore waiting for [illegible] mother and father to come home to them," said the officer between sobs. Had there been no accident father and mother and children would be united now in Baltimore. Mate Hunt pleaded with his agent over the telephone to notify Mrs. Hunt that he was safe, and he broke down and cried as he called his wife's name. For a while the officer raved as though out of his senses, and he said many things about the crew of the British ship which sent the Luckenbach down.

He declared that had the steamer held her bow into the Luckenbach all hands could have been saved. However, it seems that the captain of the Indrakuala thought his ship was sinking and backed out to beach her. That was evident from the fact that he immediately lowered his lifeboats and some of the crew got into them. Later, however, the vessel was run ashore and beached, and she now lies off Tangier Island.

The rescued men were fitted out with new clothing here and sent to New York tonight on the Old Dominion steamer. Captain Hunt will be joined there by his wife tomorrow.

COLLISION ON LAKE

The Steamer Saxona Runs Into an Old Wreck.

Special Dispatch to The American.

Buffalo, N. Y., January 4.—During a snowstorm tonight the steamer Saxona, sailing light from Buffalo, collided with the wreck of the steamer Richardson two and a half miles off Buffalo breakwater. In response to distress rockets the tug Yale was sent to the rescue.

The Saxona has a crew of 20. A moderate sea was running and the vessel was not believed to be in immediate danger.

DEAD IN BATHROOM

Mrs. Bertha Shaffer Worried O[illegible] Marital Troubles.

Special Dispatch to The American.

Somerset, Pa., January 4.—Convulsions, brought on by a roundabout way to suicide, caused the death of Mrs. Bertha Shaffer, aged 42, society woman and charity worker, according to a coroner's verdict today.

Mrs. Shaffer was divorced from Dr. Perry F. Shaffer about five years ago. Dr. Shaffer married again and lives in Florida.

For several years the divorced couple fought for possession of their child, Nellie, the mother winning out. Then Albert Bailey became a boarder at the Shaffer home, while his wife, Cynthia Ellen Scott Bailey, was a patient in a Baltimore hospital.

When Mrs. Bailey left the hospital she brought suit against Mrs. Shaffer and her daughter for $25,000 damages, alleging alienation of her husband's affections. Worry over this suit and her own marital unhappiness is thought to have led the woman to use drugs, which indirectly brought on death. She was found dead in her bathroom early today by neighbors.

TO PROMOTE SPANISH STUDY

International Association Organized—Officers Elected.

Washington, January 4.—The Spanish-American Atheneum, an international association for promoting the study of Spanish throughout the world, was officially organized here tonight. A constitution was adopted and these officers elected:

President, Francisco J. Yanes, assistant director of the Pan-American Union; first vice president, Rev. Dr. Charles Warren Currier, an authority on Spanish-American literature; second vice president, Luis Monoz Ribera, delegate to Congress from Porto Rico; third vice president, Mrs. Charles F. Humphrey; secretary, Gen. Julian Moreno-Lacalle, of the Pan-American Union, and treasurer, J. Selwin Tait.

The society will select distinguished foreigners who have aided in spreading the knowledge of Spanish to be honorary and corresponding members.

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