

ANOTHER STEAM-SHIP SUNK.

THE CIMBRIA RUN DOWN—FEARS THAT MANY LIVES WERE LOST.

HAMBURG, Jan. 20.—The Hamburg-American Line steamer Cimbria, which left Hamburg on the 17th inst. for New-York, came into collision with the British steamer Sultan on Friday morning, off Borkum, an island of Prussia, in the North Sea, 26 miles north-west of Emden. The Cimbria quickly sank. A boat which has arrived at Cuxhaven has landed 39 persons. Six steamers have been sent out to search for the other boats of the Cimbria. The Cimbria was to have left Havre to-day for New-York.

The Messrs. Kunhardt, agents of the Hamburg-American Line, received the following dispatch last evening:

“HAMBURG, Jan. 20.

“The Cimbria was sunk Friday morning, 12 miles south-west of Barkum, by the British steamer Sultan. She sank 15 minutes after collision. Thirty-nine persons landed at Cuxhaven this evening. Other boats still out. Our steamers Bavaria and Hansa and several tugs leave immediately for search of other boats.”

The Cimbria was a vessel of 3,025 tons burden, and drew 22 feet of water. She was built at Greenock, Scotland, in 1867, by Caird & Co. She had three decks, was 326 feet long, 40 feet beam, and her depth of hold was 26 feet. She was brig-rigged, and had six bulk-heads, and was rated A1 by the American Lloyds. She had 7 water-tight compartments, and carried four boilers. Her officers were: Commander—Capt. Hansen; Chief Officer—F. Karlowa; Second Officer—F. Spruth; Third Officer—A. Heydorn; Fourth Officer—A. Voss; Chief Engineer—F. Alpen; Second Engineer—C. Koopman; Third Engineer—J. Edelmann; Fourth Engineer—C. Wiedmann; Physician—Dr. C. Müller; Purser—J. Bernitt, and Chief Steward—J. Brockmüller.

Mr. J. F. H. Meyer, of the firm of Kunhardt & Co., general agents for the line, was found last evening at his residence in Hoboken. The steamer, he said, according to his estimate, had on board from 20 to 30 cabin passengers and about 500 passengers in the steerage. The collision happening, as the dispatches stated, in a dense fog, it was possible that there had been a large loss of life. The officers and crew of the vessel numbered about 110 persons. Capt. Hansen, who had commanded the ship for nearly a year, was about 40 years of age, but had been employed by the company previously on its line to the West Indies. The Cimbria would, if the accident had not happened, have touched at Havre yesterday, and would have left New-York for Europe on her return trip on Feb. 8. Mr. Meyer thought that the collision did not occur off Borkum Island, as the dispatches stated, but off Borkum Reef, some distance from the island. This place is about 10 or 15 hours' sail from Hamburg, which is situated about 50 miles away on the Elbe River. The steerage passengers, he believed, consisted of German peasants, and the cabin passengers of German and German-Americans. The steamer Sultan, which ran down the Cimbria, plied between Hamburg and Hull. The Cimbria was well equipped with life-saving appliances, having eight large life-boats which would each hold 65 persons, but Mr. Meyer was of the opinion that at least two of the boats had been destroyed in the collision. The steamer was a twelve-mile vessel. Two years ago compound engines and new boilers were placed in her. She was thoroughly inspected before every voyage. All that he could tell from his dispatches concerning the number of lives lost was that 39 persons had been landed at Cuxhaven. He was hourly in expectation of receiving more information.

Some fears are entertained as to the safety of the Hamburg-American Line's steamer Lotharingia, a freight boat, which sailed Oct. 25 from Hamburg for the West Indies. No report has yet been received here of her arrival at her destination, and some news should have come to hand if she had reached it.