

OVER 200 LIVES LOST IN THE FIRE

Terrible Results of a Conflagration at the German Lloyd Company's Pier at Hoboken, N. J.

[Early Dispatches.]

New York, July 2.—The partially submerged hulks of the huge North German Lloyd steamers Saale, Bremen and Main lie smoking in the upper bay and North river, apparently as thoroughly wrecked as the Spanish cruisers that ventured out of Santiago harbor two years ago tomorrow. Like the Spanish ships, these German merchantmen held many dead men within their iron sides. A police patrol forbids near approach to the sunken steamers, and warns off the curious who hover about in row-boats. Eleven charred bodies now in the New York morgue were taken from the deck of the Saale, and divers are expected to bring up scores of dead men today.

The remains of the huge North German Lloyd piers in Hoboken are still burning, and instead of the water that was to be seen, there remains to be saved. Charred logs, sections of planking from half-burned scows and lighters and other wreckage are drifting about the upper and lower bays, compelling steamers to pick their way with caution, to save their screws and paddles.

FULLY 200 ARE DEAD.

It is not yet possible to state accurately the number of dead, but the first reports of the fire, which contained many victims, and the lower passengers are not borne out by investigation, and it seems likely that nearly all of the victims of the disaster were employed in some capacity in the steamship service. However, the loss of life is appalling. Forty bodies have been recovered, hundreds are missing, and no estimate of the number of dead now falls below 200. Of many of the dead, the bodies have been found, their bodies having been reduced to ashes in the furnace. It is reasonable to suppose that the rescued will report themselves today and tonight's list of the dead will increase the list of the dead. Nearly all the members of the crews had their homes in Germany, and news of the disaster will carry sorrow to many a fireside in the fatherland. No missing, except those employed about the steamer, have been reported to the police or to the company.

MONEY LOSS IS \$10,000,000.

Most of the estimates of loss do not fall below \$10,000,000. It is assumed that three steamers are almost a total loss and that the company must pay a round sum for the salvage of the Kaiser Wilhelm der Grosse. Insurance men are rejoicing over the fact that the risks on the steamers were placed abroad.

The fire was caused by a small fire in the boiler room of the Kaiser Wilhelm der Grosse. The fire spread to the other steamers, and the insurance companies covering the cargoes, the insurance being for account of all parties at interest.

WAREHOUSES BURNED.

The warehouses known as Campbell's stores were owned by the Hoboken Land and Improvement Co., and were fully insured in various fire insurance companies. The merchant's loss is of very diversified ownership, and nothing could be ascertained as to which companies insured it. To which loss on property covered by fire insurance is about \$1,750,000, and \$200,000 will equal the loss on water borne and other merchandise protected by marine insurance. The North German Lloyd Steamship company's piers, wharves were insured in fire insurance companies for \$300,000 and it also had \$300,000 in common carriers' liability for merchandise on piers.

COST OF SAVING VESSELS.

It is expected that the owners and crews of the tugs that pulled the Kaiser Wilhelm away from the blazing piers will today file bills for more than a million dollars against the salvagers. The tugboats, which were on fire, but what the amount will be in the case of the tugboats is not known. The Saale is entirely propelled by steam, and it is upon the success that attends the efforts of the workers.

When a steamer is abandoned at sea and a tugboat is sent to harbor, the risk was great, the salvage allowed may be as high as 75 per cent of the value of the property saved. Within Lloyd Hook this sort of salvage is not allowed, but there is no insurance. The courts will pass upon the claims, and as more than sixty steamers were more or less concerned in the salvage the litigation will be interesting.

DISREGARD OF HUMAN LIFE.

Along with the stories of heroic rescue come others of greed and disregard of human life. John Lupton, a painter, employed in the salvage of the Saale, was alarmed by the fire and rushed from the cabin to the deck just in time to see a great sheet of flame sweep over the forward part of the vessel and envelop Captain Alford, who was standing between the bridge and the foremast, giving orders to a panic-stricken group of laborers to batter the piers down. The fire was wrapped around him, and he was crumpled into a shapeless mass, falling where he stood. "At that," says Lupton, "half a dozen tugs, blowing their whistles, steamed up toward the Kaiser Wilhelm, which was lying on the opposite side of the dock. Sixty men followed me in a leap to a lighter, and we began shouting for help to the tugs that were coming up to help the Kaiser Wilhelm.

BRUTAL TUGBOAT MEN.

"Those tugboat men were too greedy for money to help us. One of them came up close and threw out a Manila line. It fell short and was hauled aboard again. 'Cast that line over,' I yelled. The fire from the Saale was then pouring over our heads, and the heat was something fearful. 'Give us a hand here,' another man shouted after me. 'For God's sake, don't let us die like a lot of rats.' 'The captain of the tug paid no attention to us whatever and made no attempt. Instead of trying to reach us with the line a second time he backed water and got under the power of the big screw. We could see him throwing a small hand line to those on board. We desisted and thought that our cries had been heard. Another tug came without halting distance and we spoke her. The only answer we got was 'No time now,' will see you later.' There were not less than a dozen tugs close

by us then, but no one would do anything for us. The hawsers, which held the lighter to the Saale, burned through and parted, and we drifted out into the stream and floated down aimlessly. A tug coming up the river saw us and gave us a tow to a point below Hoboken, where all hands got ashore.

REFUSED TO SAVE THE DYING.

John Voss was on the pier when the ocean burst into a flame. He was well off at the end of the wharf and saw the fleet of tugs coming toward the Kaiser Wilhelm. "I saw three men swimming and trying to get away from the burning pier," said Voss. "The heat of one of them was on fire. He ducked his head to get it out. When he came up he shouted, 'Help, help.' In German, a man on a small tug leaned over the side and yelled out, 'Have you any life?' We are not here for your health." The man in the water must have been hurt in some way because he could not make any reply. "I could not tell what became of the others. One of them cried out, 'For God's sake, for God's sake,' two or three times, but nobody would do anything for him. He was in the water and he was struck in the head by one of the tugs. The crews on board kept calling out, 'How much have you got? There is all your money?'

SCENES WERE AWFUL.

"I called fifty times to tugboats that came near me," said he, "but they would not stop. I saw a tugboat while I got so weak that I could hardly keep my head above water but I kept calling all the time. Big blazing pieces of wood fell around me and I had to keep swimming around as if they did not know what they were doing. Whenever they saw a tug they made for it but I suppose they had no more time than I had, for I did not see one of them picked up."

THE SECOND STEAMSHIP OF THE MAIN.

Alphonse Ubrurka, jumped into the water. He found a place to cling to and shouted for help until he was exhausted. "Sunday afternoon fifty yards from him, but not one made an effort to take him aboard."

"One of a crew of a tug offered me a rope if I would give him \$3, but how could I? After a while a tugboat came by and I was pretty near gone, but I hailed her and the man pulled me in and took me ashore."

General James A. Bumot, supervising inspector of steam vessels, said that his department would take immediate action in the case of the officers of the tugboats who are reported to have declined to save drowning men.

The tugboats and placed aboard the Bremen Sunday afternoon fifty yards from him, but not one made an effort to take him aboard."

COUNTING ON THE DEAD.

The only way the steamship officials have of approximating the loss of life is by comparing the list of those reported safe with the list of the employees on the steamships. Late tonight Gustave Schwab, the general agent of the North German Lloyd line, gave out a list showing what men on each vessel had been missing up to that hour.

The Saale 355 men were employed and only 127 of these had been accounted for up to 11 o'clock, leaving 228 men actually employed as officers, sailors, stewards, engineers, coal-passers, oilers and trimmers, to be accounted for.

RESCUES BY FIREMEN.

The fireboat, Robert A. Vanwyck, which arrived on the scene first among fire-fighters, presented a picture of horror and chaos as she lay at her dock in the East river today. The decks were covered with cotton saturated with the blood of the victims rescued by the brave men aboard. The men were at work cleaning the boat and picking up the stained remnants of clothing which were torn from the burning bodies as they were pulled aboard the fire-boat. Along the Jersey shore small fires were blazing, started by the wreckage from the great steamships.

SHUT IN BY WALLS OF FLAME.

There were hundreds of men on each of the destroyed steamships and a few women. Crowds of dock laborers and also employees of the companies were piers all the time. The children were on the canal boats, and men on the barges and lighters, and when the fire made its quick descent upon them escape was cut off before they could reach the water. The people on the piers jumped into the water to save themselves and scores of men huddled under the piers, clinging to the supports, only to be suffocated by the flames that came back into the water from exhaustion.

SCENES OF HORROR.

"A hundred arms with the flesh torn

from them and blackened with smoke protruded from the small portholes, which were but a foot or less in diameter. The fire had been burning for some time, sufficient to admit the passage of a human body, the rescues would have been many more in number than they were. The thirty men who were rescued were each other after they got aboard. They could not realize that they had escaped the horrible death that threatened them but a few minutes before. In their delirium they were each other after they got aboard. They were as black as coal and their burnt and charred flesh peeled off with their clothing.

AID COMES TOO LATE.

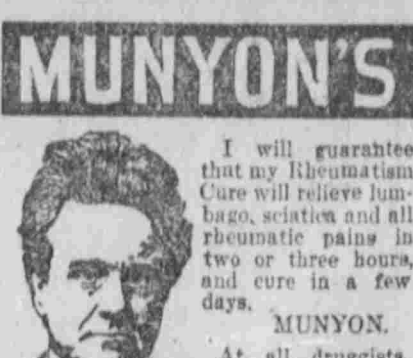
"The most agonizing sight I witnessed was that of a woman who was burned. We could see her face and arms as she reached out and got a handful of flames with which she washed her face, seeking to cool it, and gain relief from the terrible heat. She never once uttered a scream. We passed her a cup of water, which she eagerly drank. She could not speak English, but murmured in a foreign tongue and in a tone which apparently denoted she was in great pain. She gave a loud cheer for a fire that started among cotton bales under pier No. 3 of the North German Lloyd Steamship company in Hoboken, N. J., at 4 o'clock this afternoon. In less than fifteen minutes the flames covered an area of a quarter of a mile long, extending outward from the actual shore line to the bulkheads, from 600 to 1,000 feet away, and had caught four great ocean liners and a dozen or more smaller harbor craft in its grasp."

WHERE THE FIRE BEGAN.

New York, July 2.—Almost \$10,000,000 worth of property was destroyed, many lives were lost, many persons were injured and at least 1,500 lives were imperiled by a fire that started among cotton bales under pier No. 3 of the North German Lloyd Steamship company in Hoboken, N. J., at 4 o'clock this afternoon. In less than fifteen minutes the flames covered an area of a quarter of a mile long, extending outward from the actual shore line to the bulkheads, from 600 to 1,000 feet away, and had caught four great ocean liners and a dozen or more smaller harbor craft in its grasp.

AN APPALLING SIGHT.

River and bay were enveloped in a pall of black smoke through which angry flames, bursting as from volcanoes, on the Jersey shore and in the water itself, leaped like red spirits into the sky. The surface of the water was covered with floating and blazing masses of freight thrown in haste from the doomed vessels, all unnoticed in the mad race to rescue more precious human life than the property. The piers in the great ships, and through the pall of smoke a great crimson sun, enlarged to three times its size by the haze, glared like an enormous eye as it slowly sank in the water.



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RHEUMATISM

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most totally destroyed. The Kaiser Wilhelm der Grosse was severely damaged. The first storehouses of the Campbell company were greatly damaged, the loss on one building alone being placed at \$1,000,000.

LITTLE CHANCE OF ESCAPE.

The flames started so suddenly and gained such headway that the people on the pier and on the numerous vessels in the harbor were unable to reach the shore. There were great gangs of workmen on the piers and these, together with a number of people who were at the docks on business and visiting the ships, scattered in all directions. As all means of escape were cut off by the flames they were forced to jump overboard, and it is believed a great number of people were drowned.

At the docks of the North German Lloyd was the Saale, a single screw passenger steamer of 4,500 tons gross, the Bremen, a twin screw passenger steamer of 10,000 tons, and the Kaiser Wilhelm der Grosse, which had just come from the North German Lloyd pier at the dock that escaped. The loss of the crew of these vessels is said to reach 100.

When the fire first broke out, a watchman on the pier at 4 o'clock saw a small streak of flame shoot from a bale of cotton on Pier No. 3, at which was docked the steamer Saale. The flames were seen in an alarm in a few minutes the flames had extended to the ship and were communicated to the adjoining pier on the north. Here were docked the Kaiser Wilhelm der Grosse and the Main.

STOPPING THE FIRE.

Tugs were immediately made fast to the big Kaiser Wilhelm der Grosse and a tug was sent out to the middle stream where the flames were seen at the bows. The tug, however, was doomed, as the flames had already become so fierce on the main pier that no tug could approach the vessel. Then, by a shift in the wind, the flames were sent in the direction of Pier No. 4, which was to the south and the tug was sent out to the pier. The tug was the dock of the Hamburg American line, at which the steamship Phoenix, a twin screw passenger steamer of 5,700 tons gross, was docked. The flames got a good hold on the Phoenix, and she was towed out into middle stream ablaze.

The fire had by this time become so fierce that the officials of the Hamburg American line decided that the only way to prevent a total destruction of their great pier was to blow up the side of the dock at which the Phoenix, and this was done. A number of tons of dynamite were exploded, but in the effort to save other property no attention was paid to them and they were allowed to burn.

FIFTY REBELS KILLED.

Filipino Insurgents Being Rejected Back by Americans.

Manila, June 30, Midnight.—A week's scouting in northern Luzon resulted in fifty rebels being killed and forty wounded. One American was killed. Troops operating in north Luzon have burned six of the barracks belonging to Gen. Tino's forces and captured Tino's correspondence. Gen. Yiga, with 200 of his men, armed with rifles, succeeded in escaping.

Near Nampayan the Americans attacked and defeated a large body of Boimans, who were strongly entrenched. Eighty of the boimans were armed with rifles, while the remainder, armed at several hundred, had only bows in their possession. The Americans, Gen. Aquino, accompanied by the execution of several American prisoners last year at Anayut. This execution was effected in the face of a restraining column. The restrictions issued by the American authorities are covered by the American authorities, to cover Aquino's action in this case. At Tarlac three officers and fifteen Filipinos armed with rifles surrendered to Lieut. Burns' scouts. They destroyed 500 pounds of powder and twenty tons of ordnance. The rebels were caught in the mountains west of Mahale.

At Pampangan the rebels liberated a prisoner named Alken, who was sick. He was a deserter from the 35th Regiment, of the Thirty-fifth regiment, is well. The Filipinos attacked the town of Benguet twice on the morning of June 25th. The rebels succeeded in driving off the insurgents, killing several of them. The same night the enemy attempted to burn San Quintan, exchanging shots with the garrison. The town was burned but the soldiers succeeded in preventing the flames from spreading throughout the town.

Desperate Train Robber Arrested.

Tucson, Ariz., July 2.—William Stiles, train robber and fugitive, has been arrested at Casa Grande, near the home of his mother. He was taken by surprise and was powerless to resist. He is a desperado and has been a lawbreaker here for some time. He was arrested without a fight. He was taken to Tombstone. Stiles is the man who released Alvord and Bravo Juan and has been in the mountains with them since.

Accused of Malfeasance in Office.

Dawson, June 5, via San Francisco, July 2.—Aside from clean-up results the matter of greatest public interest in the Klondike at present is the scandalous case of Malfeasance in office. Charges have been preferred against him by D. Graham McTavish and the Ottawa government has been moved to appoint a commission to investigate the matter.

Senkler is accused of malfeasance in office. Specifically, his alleged offense is the illegal grants of fractional claims to persons of whom he is a client partner.

CRISIS CAME PREMATURELY.

The crisis has come prematurely and for this reason some of the most sagacious men in parliament believe that there will be some temporary adjustment with the consent of Russia, England, France and Germany, and that the empire will remain in power, and that the existing excitement will pass away. It hardly seems possible to recon- sider the military preparations now in progress with a policy of temporary expediency and pacific diplomacy, and the Chinese question will be speedily settled. It does not explain what is to be done with Japan, whose troops now on the ground are inferior in strength only to those of Russia.

There are many rumors of increasing excitement in Canton and other cities of the empire and there is the usual sheaf of contradictions and surmises respecting the legations. There is little trustworthy information and there are many signs here of public indifference. The Englishman is not eager for a second campaign this year with an enemy whose defensive resources are

GERMAN MINISTER IS ORDERED.

He Was Cut to Pieces by Chinese—Trouble is Spreading—Attack on Taku Forts Was an Error.

[Early Dispatches.]

Berlin, July 2.—A telegram from Dr. Lenz, the German consul at Che Foo, says:

"Our minister at Peking was murdered June 18th."

PEKIN IN GREAT DISTRESS.

New York, July 2.—A dispatch to the Herald from Che Foo says:

All the thoughts and energies of the naval and military commanders at Taku are now concentrated on the relief of the foreigners in Peking, who have been shut off from the outside world since June 9th.

The allied forces now at Taku and Tien Tsin are awaiting reinforcements before moving on Peking, as it is estimated that 50,000 troops are required.

The Tsung-Li-Yamen on June 19th, ordered the ministers to leave Peking next day. They refused to go, and threw the responsibility for their safety on the Tsung-Li-Yamen.

It is believed the powers will threaten to destroy their imperial tombs if injury befalls the legations.

The foreign force in Peking for the protection of the legations numbers 425 men, of whom 56 are Americans from the Oregon and Newark, with a machine gun, under Captain Meyers. Other officers are Captain Hill and Dr. T. M. Lippitt.

Baron Von Ketteler's interpreter was also wounded but saved himself by running into a legation.

A runner from Peking says that all were in great distress there and eagerly looking for relief.

Those killed of Admiral Seymour's force were severely mutilated.

The British dispatch vessel Alacrity arrived at Che Foo this morning. She brings seventeen wounded for Wei-Hai-Wei.

There was an incident last here on Saturday evening, over cooie troubles. All is quiet today.

UNREST IS SPREADING.

New York, July 2.—A dispatch to the Herald from Che Foo says:

Unrest is spreading and the missionaries are making their way to the coast from all the northern provinces.

A steamer sent out by the Americans and other consuls at Che Foo arrived here Saturday with 73 missionaries, comprising 33 Americans, 29 English, 10 Canadians and 1 Chinese.

The names of the Americans follow: Dr. Charles A. Smith, Rev. Mr. Bosworth, wife and family; Rev. Mr. Davies, wife and infant; Rev. Mr. Partch, wife and two children; Miss Brown, Md.; Rev. Mr. Black and wife; Rev. Mr. Hudson, wife and child; Rev. Mr. Fitch, wife and children; Dr. Farley and three children; Miss Edna Parks, Md.; Margaret Chalfant.

All these are from Shan Tung and Hebei.

Others are coming to the coast for whom another steamer has been sent. The American consul at Che Foo and the commander of the American gunboat Nashville urge all American citizens to leave Che Foo on merchant steamers.

The Japanese have offered Japanese transports to convey Americans to Japan.

At Wei-Hai the American Presbyterian and other mission premises were destroyed on June 25th, but the missionaries escaped.

British refugees arriving at Che Foo are being conveyed to Wei-Hai-Wei by the British first-class cruiser Terrible.

There is trouble at Moukden.

The Manchuria railway has been damaged and the buildings burned and the Russians are sending troops.

WAR IS ACTUALLY ON.

New York, July 2.—A dispatch to the Herald from London says:

Official dispatches given out by the admiralty, show that a foreign force of 14,300 officers and men has landed at Taku, and that the river route has been opened to the coast.

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under-estimated. They will consider it statesmanlike for Lord Salisbury to arrange a settlement of some kind with Russia and the empire, if a compromise be practicable.

ADmiral KEMPFF APPROVED.

New York July 2.—A special to the Tribune from Washington says:

The latest developments demonstrating the disastrous consequences at Peking of the attack on the forts have caused a remarkable revision of official sentiment regarding Admiral Kempff, who abstained from participation in the attack on the forts. Official anxiety had for more than a week manifested itself in finding fault with him. No concealment was made of the displeasure caused by his too brief dispatches with their exasperating omission of most important words, and his apparent failure to discriminate between what Washington was most anxious to know and what it looked upon as trivial. Today more than one member of the cabinet was conversing with making demands for the strictures of a week ago, and the sturdy, straightforward sailor admiral is a hero.

POWERS ARE PUZZLED.