

# NORTH GERMAN LLOYD DOCKS DESTROYED.

# BIG STEAMERS ABLAZE.

## SAALE, MAIN AND BREMEN ABLAZE; KAISER WILHELM'S NARROW ESCAPE.



THE GREAT STEAMSHIP KAISER WILHELM.

It is believed that fifty sailors on board the ships partly destroyed in the Hoboken fire this afternoon were either drowned or burned to death.

A slight blaze in a bale of cotton at 4 o'clock this afternoon on pier No. 2, of the North German Lloyd wharf system in Hoboken quickly became a conflagration that swept the huge storage and shipping plant for its full length of a quarter of a mile along the water front.

leaping, as if to devour them with a touch. The vessels blew their great whistles in a wild alarm, hastening the tugs and fireboats that had started for the spot on perceiving the flame and smoke.

### ALL ABLAZE.

Hawsers were cut off or cut from the Kaiser Wilhelm and the other passenger vessels, and willing tugs quickly backed them out into the stream. All were ablaze, and it seemed that they were doomed to destruction. In view of the wind that swept up the river, streams were brought to bear, the fireboats New Yorker, W. L. Strong, Seth Low and David A. Boody joining in the effort to quench the flames.

The Kaiser Wilhelm was on fire in the forward section above decks. She was towed a mile down stream and the flames were extinguished with little difficulty after slight damage. Saale's Crew in Panic.

The Saale, though, was ablaze from stem to stern when she was freed from her moorings and gotten out into the stream. Her crew were panic-stricken and the fireboats were manned and dropped from their davits.

The crews of the tugs which had pulled the ship into midstream reacted twenty-four of the steamer's seamen, who jumped over her sides enveloped in wet blankets.

Other sailors were seen at the portals of the vessel begging piteously for help, and the work of rescue went on until all, it is believed, had been transferred to the decks of the tugs.

The fierce fire that raged throughout the length of the Saale defied the great streams of water poured into her by the squadron of tugs that surrounded her, and it was believed she would sink. She was towed toward the flats, with the fire fleet still making heroic efforts to conquer the flames.

## TOWNE TO STEP ASIDE?

(Special to The Evening World.) KANSAS CITY, June 30.—"I shall not stand in the way of a harmony ticket," declared Charles A. Towne upon his arrival here today. "I represent a principle not a party. I am here and will be here in favor of that principle, and if the Democratic party can find a man who will bring more votes to Bryan than I will let them nominate him. The Silver Republicans and I will support him. If the principles of the Chicago platform are adhered to I can see no reason why it is to be abandoned."

## OREGON DOOMED; HULL STOVE IN.

Steamers Sent to Help Her, but Naval Officers Fear Total Loss.

WASHINGTON, June 30.—The official report of Capt. Wilde indicates that the crack battle-ship Oregon is doomed. She is fast on Pinnacle Rock, fifty miles from Chefoo, with a rock through her side and several holes in her bottom.

Balanced on this reef, the huge vessel, weighing over 10,000 tons, must either break her back from the straining or, if a storm comes, slip into deep water and sink. The Zafiro and Iris have been sent to aid her, but many naval officials have little hope she can be saved.

The following is Capt. Wilde's despatch relative to the grounding of the Oregon:

"Anchored yesterday dense fog in seventeen fathoms, three miles south of How-Ke Light, Gulf of Pe-Chi-Li. Sent out two boats and sounded, least water 51-2 fathoms. Weather clear. Got under way and struck pinnacle rock. Much water in forward compartment. Perfectly smooth. Shall charter steamer if possible at Chefoo and lighten ship. Rock through side of ship above double bottom about frame 19. Small holes also through bottom of ship.

"WILDE."

A despatch from Hongkong says: "Princeton arrived. Brooklyn leaves for Nagasaki. The Zafiro at Chefoo has been sent to assist Oregon, reported by Rogers on a rock south How-Ke Light. Iris going to her assistance.

REMEY."

## CHINA'S ACT OF WAR CAUSES CABINET COUNCIL.

(Special to The Evening World.) WASHINGTON, June 30.—A Cabinet council of war was held today. Secretary Hay, although ill, was present, and he summoned the other Secretaries to the conference. President McKinley was in communication with the council by telephone. This extraordinary Cabinet meeting was held to consider Admiral Kempf's alarming despatch report-

ing China's act of war in giving the envoys twenty-four hours in which to leave Peking, this being followed by the attack on the relief force by Imperial troops.

There is no doubt that this constitutes an act of war, and the question was debated whether Minister Wu, the Chinese representative, should be

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Three Events on the Hudson Bring Together Crack Crews of the East and West This Afternoon.

All Depends on the Water for a Grand Contest in Each of the Races—Good Crowd at Poughkeepsie.

This is regatta day on the Hudson at Poughkeepsie. The programme is:

4 o'clock—Varsity four-oared shell race between Pennsylvania, Cornell and Columbia crews.

5 o'clock—Freshmen eight-oared race between Pennsylvania, Cornell, Columbia and Wisconsin crews.

6 o'clock—Varsity eight-oared race between Pennsylvania, Cornell, Columbia, Wisconsin and Georgetown crews.

Weather prediction—Fair.

(Special to The Evening World.)

POUGHKEEPSIE, N. Y., June 30.—Forty young athletes, trained to the minute, perfect human mechanisms, with muscles of steel as pliant as those of a thoroughbred racer, promise to make to-day's 'varsity' race one of the most interesting and exciting on record. Seldom has there been so much uncertainty attending a contest of this kind and this element has given to it a keenness of anticipation that has set the

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One Fare to Cincinnati and Return via Pennsylvania Railroad, August 1st to Young People's Convention. Tickets will be valid July 18, 19, 20 and 21, good to return until July 27. Inclusive.

Individuality in Railroading. The Pennsylvania Railroad is marked up in reports from service to all the chief cities of the Empire West.

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## YOUNG OARSMEN IN FINE SHAPE.



REAR ADMIRAL JOHN W. PHILIP.

## ADMIRAL PHILIP DEAD.

Hero of the Texas at Santiago Expires Suddenly.

Rear-Admiral John W. Philip died suddenly at his home in the Brooklyn Navy Yard at 1:15 this afternoon.

He was taken ill yesterday morning, but his physician thought it was only a slight indisposition due to the excessive heat.

Later it was discovered that the Rear-Admiral was suffering with congestion of the lungs.

The end came suddenly at 1:15 o'clock this afternoon. The disease attacked his heart, and that organ collapsed.

Mrs. Philip and a son, aged twenty years, were at the bedside when death came.

Rear-Admiral Philip was in his sixtieth year. He was a graduate of Annapolis in 1861. His career in the Civil War called for much commendation from the Department.

In 1871 he was made Commander, and in 1889 got the grade of captain. He was at squadron command in 1891. He commanded the cruiser New York in 1891.

In the Spanish War he commanded the battle-ship Texas. It was he who said to his victorious crew at Santiago: "Don't cheer; they are dying."

Always devout, after the battle he made public acknowledgment of his allegiance to God. He stood bareheaded on the quarter deck, with his men mustered before him and gave thanks in a short earnest prayer.

He was appointed to the command of the Navy-Yard at Brooklyn Jan. 15, 1899, being promoted to a Commodore's rank. On March 4, under the new Navy Department bill, he received the grade of Rear-Admiral.

The Admiral was one of the most popular men in the Navy, as well as one of the best known. He was at the head of several religious movements for the benefit of the sailors and was their idol. Among these were the naval branch of the Young Men's Christian Association, of which Miss Helen Gould is a much interested patron.

## RAN ABLAZE IN STREET.

Naphtha Explosion in Laundry Set Featherston's Clothes Afire and Killed Him. Thomas Featherston, a clerk in the

Bleeker Laundry, died in the New York Hospital this morning from burns caused by the explosion of naphtha in the laundry yesterday.

Featherston's clothing was aflame as he ran into the street, and he was severely burned before the men could be extinguished.

## STEAMERS ABLAZE.

Three freight lighters were also set ablaze and were towed into the stream, two being beached on the flats above the company's dock.

The loss will undoubtedly run into millions, as the destruction of the North German Lloyd's immense plant—estimated almost incalculable—and the local Fire Department was unable to cope with the flames, even with the assistance of the navy of tug-boats that quickly came from all parts of the river and harbor to aid.

The Thingwalla line pier and several large storehouses in the vicinity were endangered, but the brisk wind blew the flames toward the river away from surrounding buildings.

A bale of cotton on Pier 2, of the North German Lloyd's long dock suddenly burst into flames.

The huge shed was piled high with cotton, ready for shipment, and near it were hundreds of barrels of oil.

In an instant the blaze had flashed along the cotton bales as if by a train of powder.

Reaching the oil it burst into a roar and barrel after barrel exploded, adding to the tremendous volume of the sheet of flame that shot like a fiery cloud far out over the river and sent a dense volume of smoke clear across to the shore on this side.

In the docks lay the big Kaiser Wilhelm der Grosse, the Bremen, the Saale, the Maine and four or five freight ships as well as many lighters.

The crews of the vessels as well as the small army of longshoremen at once turned their attention to the ships, toward which the flames were fairly

leaping, as if to devour them with a touch.

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