

Seaman's Fund maintained by the company, and all the survivors would be sent home at the company's expense if they desired. Some who were not injured will sail on the Kaiser Wilhelm der Grosse to-morrow, and the injured will be sent away as soon as they are well enough to make the voyage.

Despite the magnitude of the disaster which has befallen the North German Lloyd Line, Mr. Schwab is not overwhelmed by it, but will send out the Kaiser Wilhelm der Grosse to-morrow from Pier No. 52, North River, at 10 a. m., and will keep up the regular schedule of sailing. He will also make provision to-day to take care of the incoming passengers who will arrive on ships of this line this week, and the work of rebuilding the burned piers and warehouses will be started without delay. Mr. Schwab was asked if the fire would result in the company seeking pier room in this city, but he declined to discuss that point. Mr. Schwab spoke warmly of the generous action of the Cunard people, and also wished the thanks of his company conveyed to all who had helped save life or property from the flames.

THE DEMANDS FOR SALVAGE.
Being asked if he expected large claims for salvage to be filed against the Kaiser Wilhelm der Grosse by those tugboat captains who helped pull her out into the river away from the burning piers, Mr. Schwab said he did not look for very large demands. If the claims made proved reasonable the company would entertain them, but if exorbitant claims were preferred the courts would have to settle them. Mr. Schwab acknowledged that the ship had no steam up and was powerless to get away from the pier unaided, and that she had nearly all her cargo on board. From other sources it was learned that the tugboat owners are thinking of making claims which in the aggregate will approximate \$250,000. None of them could be seen at their offices yesterday. Captain Bradley, of the United States revenue cutter Calumet, in discussing the question of salvage, said:

"It is all for the courts to decide. The North German Lloyd Company cannot have known all the tugs that were helping to get its property out of danger. The steamers will have to be libelled. Every boat that had a line on the ships or poured water on them will be entitled to something. Each will be sure to put in a large enough bill, but it is not customary to give a large percentage of the saved ship for salvage. I have not heard of a court giving over 50 per cent of the value of the property, and such a high rate would only be granted after days of work. Here the tugboats spent only a few hours. For pumping water out of a ship and doing things like that the courts usually allow \$20 an hour. I should not be surprised if each tugboat should value its services at \$1,000, and if there were two hundred of them, as it is said, there would then be a charge of \$200,000; but whether that is a just bill the courts must decide."

EFFECT OF KEEPING UP STEAM IN PORT.
Mr. Schwab was asked if it were not false economy to let the fires go out in the ships' furnaces while in port, but he said all the transatlantic lines did it, and to keep them up would seriously interfere with making needed repairs to the machinery, and also with the loading of the ships. He was also asked if the portholes could not be made so large that persons might crawl through them at a pinch, and he said to make them larger would dangerously impair the strength of the ship.

Mr. Schwab spoke highly of the generous offer made by John W. Mackay, of the Commercial Cable Company, who sent word that all cable messages from survivors to their friends and relatives in Europe telling of their safety would be sent free. No messages came to the company from abroad from relatives of any of the crew, and this was attributed to the fact that news spreads slowly in Europe outside the great cities, especially on Sunday. A couple of hundred persons, however, presented themselves in front of the North German Lloyd's offices in the Bowling Green Building, but the doors were kept closed and no information was given out to them. A brother-in-law of Captain Mirow, of the Saale, called up Mr. Schwab on the telephone to know if the report of the captain's death was true. He was told that a body burned to a crisp had been identified as that of Mirow, and then he rang off without giving his name or address. Mr. Schwab says the captain leaves a widow in Germany. He had been twenty years in the employ of the company.

STILL IGNORANT OF ITS ORIGIN.
Of the origin of the fire Mr. Schwab said he was still ignorant, but he wished to deny the report that there was any turpentine or spirits on the pier with the cotton. He acknowledged that there was some oil, but said it was of high test and difficult to ignite. Mr. Schwab also denied a report that the Saale and the Main had been engaged by the German Government for transport duty. This report, it was said, was started by J. H. Kennedy, an electrician, of No. 27 Manhattan-ave., who had worked on the Saale for the last two weeks installing new electric apparatus. He told of a conversation he had had with Captain Mirow as to the future use of the ships. Kennedy left the Saale on Saturday morning, having completed the work and pronounced her electric apparatus safe. He said Captain Mirow had told him a day or two before that both the Saale and the Main had been sold to the German Government in the last week, the German Government intending to use them for transports in the event of serious trouble in China. Kennedy said there were about seven thousand barrels of oil aboard the vessel, and this may account for the explosions heard by the firemen. He added that up to the time he had left the ship there were no passengers aboard her. The vessels were to be turned over to the German Government after this chartered trip, according to the statement made by Captain Mirow to Kennedy.

Mr. Schwab said it was true the Kaiser intended to send troops to China in ships of the North German Lloyd, but not in the Main or the Saale.

BUSY AT THE OFFICE.
Accompanied by the dock superintendent, Mr. Muller, and the freight manager, Mr. Boner, Mr. Schwab arrived at the office of the North German Lloyd Steamship Company about 1 o'clock yesterday afternoon. The office of the line was not open to the public, and all the blinds were drawn. However, many of the clerks stayed all day, and the telephone was kept busy.

Mr. Schwab and his assistants retired to his private office, where they conferred almost all the afternoon. Herman Winter, Mr. Schwab's secretary, was also present. John P. Faure, ex-Commissioner of Charities, of St. John's Guild, called on Mr. Schwab and offered him accommodations for survivors at New Drp. S. I. He said that St. John's Guild Hospital there could accommodate 250. "I do not mean," he said to Mr. Schwab, "that we can accommodate them to-morrow or the next day, but we are ready now to take care of all the injured that

you want to send over, and to do it to-day." Mr. Schwab thanked him for the offer and said that his offer would probably be accepted and some of their men may be sent there.

About 4:30 Mr. Schwab came out of his office and talked to the reporters. He said, among other things:

"Affairs are in a very unsettled condition as yet, and I have been hard at work this morning gathering up the ends. I have been on a tour of inspection this morning, and in a tug visited all three of the wrecked vessels, as well as the Kaiser Wilhelm der Grosse, which was docked at Pier No. 52, North River. The arrangements for her sailing are the same as were announced this morning. She will leave on her regular trip on Tuesday at 10 a. m. In response to messages from passengers who intend sailing on her we have instructed them to take their baggage to the Cunard pier, just as they would to our own. I am told that some persons booked to sail on her fear to do so, but no word of that kind has reached me officially. I may say that she is intact. The flames only scorched her. Mr. Brown has kindly lent us lifeboats and a life raft, and the Kaiser is as staunch as she ever was."

"The Saale was the first vessel which we visited. From there we went to the Bremen and the Main. Both of these latter vessels are still burning. I would not say now that any of them would be a total loss. After they are pumped out we can tell better what the loss will be. The Merritt-Chapman Wrecking Company is already working on the Saale, and she will be pumped out as soon as possible. On the deck of the Saale a body was found to-day which is probably that of Captain Mirow. It was burned beyond recognition, but Mr. Boner identified a knife found on the body as one belonging to the captain. There was also found by him a mass of molten gold, which is believed to be the remains of the heavy gold chain which the captain wore."

VISITORS ON THE SAALE.
"There were no passengers on board the steamship Saale, and if any bodies are found other than those of the crew they are the remains of visitors, for Saturday was sailing day with the line and it is possible that there were a number on board at the time of the fire."

"There were no Christian Endeavor folks aboard the Saale. They were all to sail by the Saale from Boston, and Mr. Coleman, the general representative of the Christian Endeavor Society, called on me and told me there were none of them aboard. Mr. Coleman wanted me to supply another ship at once, but I told him this was impossible."

THREE DUE THIS WEEK.
Three of the North German Lloyd's steamships are due at this port on Wednesday of this week. They are the Barbarossa, which sailed from Bremen on June 23; the Lanan, which left that port on June 26, and the Kaiser Wilhelm II, which sailed from Gibraltar on June 25.

FEW BODIES IN HOBOKEN.

MANY QUESTS FOR MISSING PERSONS WITHOUT RESULT.

BOY FROM THAT CITY PICKS UP A BODY IN THE RIVER WHICH PROVES TO BE HIS FATHER'S.

All day long yesterday Coroner Charles Hoffmann's office, at No. 113 Jackson-st., Hoboken, was thronged by anxious friends and relatives of men whose continued absence from home led them to believe that the missing were victims of the fire. It was rumored around the city that thirty or more bodies had been taken to Hoffmann's morgue, and there was much disappointment when callers in the morning and early afternoon hours learned that Hoffmann had only two bodies in his possession. The bodies were those of the man and woman who were taken from the ruins about 5 o'clock Saturday afternoon.

The woman was identified at 9 o'clock by several sailors on the Saale as Mrs. Philomena Cordes, thirty-one years old, a stewardess. Mrs. Cordes jumped overboard and was drowned. A pathetic incident in connection with the death of the stewardess is the fact that recently she became reconciled to her husband, living in New York, from whom she was separated five years ago, when he lived in Bremerhaven, Cordes. It is said, on leaving his wife and children, found employment on one of the German ships, and his wife subsequently got a place as stewardess on the Saale. The couple met in Hoboken several weeks ago, patched up their differences, and Mrs. Cordes promised to return to her husband and start housekeeping in Hoboken. Mrs. Cordes' children are in Bremerhaven.

The body of the man taken from the river Saturday afternoon was incorrectly identified last night as Carl Schumacher, a Hoboken longshoreman. Schumacher was found alive yesterday. Hundreds of persons gazed at the body and were unable to identify it. The corpse was that of a man about thirty-seven years old, five feet ten inches in height and weighing about one hundred and ninety pounds. Both arms were covered with tattoo marks, including the figure of a man on horseback. Across the chest was an eagle with stars and stripes, over which were the words "Veldt Zum Mehl," meaning "From land to sea." A key was found in the dead man's clothes which belonged to a locker on the Saale.

A number of the crew of the Saale saw the body at 6 o'clock last night and said they positively identified it as that of Fred Ertler, a fireman on the Saale.

At 5 o'clock yesterday afternoon the body of Henry F. Karda, fifty-two years old, No. 407 Bloomfield-st., Hoboken, a longshoreman employed on the Bremen, was seen floating in the water. Karda was a chanceman on the Hoboken Police Department, and while waiting for an appointment as a patrolman eked out an existence on the piers.

Among those who went out in rowboats in search of bodies was Joseph Karda, nineteen years old, a son of the dead man. A body was found, and young Karda held hold of the rope which kept it from being carried out to sea. The boat reached the shore that the corpse was that of his father. Karda's body was first taken to the undertaking establishment of John O'Donnell, the official morgue keeper in Washington-st., and was afterward removed to Hoffmann's, at the request of the dead man's family.

Karda was well known in Schutzen circles in Hoboken. He leaves a wife and four children. Archdeacon William R. Jenvey, rector of St. Paul's Protestant Episcopal Church, in Hudson-st., Hoboken, called at Hoffmann's morgue, in that city, at 4:20 o'clock yesterday afternoon, and offered his church and his personal services in order that the bodies of any victims of the disaster taken to the morgue and unclaimed by friends might receive Christian burial. "Some of the poor fellows," he said, "may not have relatives or friends on this side of the ocean. I wish that the Coroner would let me know of any and all bodies brought here, and my church will be open at any time for funeral services. I do not want any of them to be interred without a Christian burial."

CENSUS FACTS FROM A BATHTUB.
From the Providence Journal.
One of the young men who are calling upon the public for statistics for the United States census met with an amusing incident on Tuesday. His district is in the suburbs of this city, and, calling at one house, he rang the bell several times without obtaining any response. As he was going out the yard door, however, he noticed that the windows were open, but screened, and as he passed by one of these a feminine voice called:

"Who's there?" "What's wanted?" "I'm taking the United States census," replied the enumerator.

BODIES FROM THE SAALE.

Continued from first page.

had been consumed, and nothing but the hull and the steel and iron work of the vessel remained. The work of the divers was perilous in the extreme, and in descending from the upper deck down through the hatchways the utmost caution had to be used in groping their way through the masses of debris.

The wreckers worked energetically, and as fast as the bodies were found they were hoisted to the upper deck of the Saale. Then they were placed in plain wooden coffins and transferred to the Fidelity, which was lying along the starboard side of the wreck. Coroner Bausch stood on the deck of the latter vessel and examined the bodies as they were brought on board.

THE CAPTAIN'S BODY FOUND.

Four of the bodies were found in the forward part of the Saale, and among these was that of Captain Mirow. The body was identified by two persons, one of whom was Captain Muller, a superintendent of the company's piers. The identification was made complete in the opinion of the two men by the finding on the body of a pearl handled knife which had a peculiar spring. The body was marked No. 8 on the minutes of Coroner Bausch, signifying that it was the eighth that had been removed.

The bodies that were found on Saturday night had been designated as Nos. 1 and 2, and, like all the others, they were so badly burned that it was impossible to identify them except by articles found on or near them.

The bringing up of the charred corpses from the hold of the burning vessel was a gruesome sight, and the appalling horror of the situation made strong men used to scenes of death turn away. Some of the bodies were intact, although the features were unrecognizable. In some instances only the trunks were recovered, or a few charred bones.

The body designated as No. 3, which was the first one recovered yesterday, was that of a smooth faced man. There was a plain gold ring on the little finger of the left hand. The fingers of the right hand were off. A coat lay over the shoulder. A small comb and brush were found on body No. 4, together with two small keys and a bill of fare of the Saale, dated June 29.

Body No. 5 was that of a smooth faced man, and the left leg and the arms were missing. This body was recovered in the fireman's apartment. No. 6 was that of a small man with a mustache. The right hand and the arms were badly burned. No. 7 was merely the trunk of a man, the lower limbs being missing.

Body No. 8 was that of Captain Mirow. No. 9 was the trunk of a man.

The body marked No. 10 was that of a tall man clad in flannel undergarments. It seemed that the man had been slowly roasted to death, as the body was charred from head to feet. None of the limbs were missing, however. This body was recovered in the hold in the forward part, and near it was found in the water a watchcoat. In which there was a gold watch. The watch was made by the New-York Standard Watch Company, and the works were numbered 1,534,042. The number of the case was 385,459. The watch, which was a heavy double case one, had stopped at 10:57 o'clock.

NO. 11 ONLY A FEW BONES.

The last remains recovered were a few charred bones, one of which was the pelvic bone. Close to them were found a part of a pocket knife and a pocketbook clasp. The bones were marked No. 11.

There was not so much water in the hold that the divers ceased hunting for bodies, and the Fidelity, with the nine bodies recovered yesterday and Coroner Bausch on board, returned to the city. The corpses were taken to the Morgue. In the opinion of the divers and others, there are still a large number of bodies in the wreck. Captain West, of the Merritt & Chapman wrecking tug Hustler, that rescued the boy from the Saale on Saturday night, said that the lad told him that he had left thirty-five men behind him, and the captain did not think the youth had exaggerated. Captain West, in describing the horrors of Saturday night, declared that he would be unable to forget the scenes he witnessed if he lived for a hundred years. The Hustler ran close up to the burning Saale and passed food and water in through the portholes to the doomed creatures inside. He said he knew that at least one woman was among them. It was heartrending to hear the piteous appeals for help from the imprisoned victims, but Captain West and his crew could not save them. The captain, continuing, said that he could never efface from his memory the agonizing expression on the face of a finely featured, bald-headed man who gazed at him through a porthole.

ICE CREAM STOOD THE HEAT WELL.

A number of small articles, including some silver money and pencils were found in the wreck. A most peculiar feature of the burning of the vessel was the discovery of a large quantity of brick ice cream in the lockers in the pantry. The bricks were melted only to the consistency of a stiff paste. They lay on the deck for several hours after they had been found, and still could be handled.

Among those who boarded the wreck yesterday was Police Captain E. O. Smith, of the Forty-second Precinct. He had charge of the police patrol reaching from the wreck to Forty-second-st. He made every effort to succor the men on the Saale before she sank, and he helped to pass drink and food to them.

At nightfall the wreck of the Saale lay with her bow toward Jersey City, a little bit north of west. From a distance she looked as if nothing had ever happened to her, except that she was down low in the water. Her steel masts and funnels were still standing, as was all the steel framework on her upper deck. Even the metal shells of the lifeboats were intact and resting in their places.

Excursion boats continued to go out to her from the Battery up to a late hour carrying many passengers, but the police boats would not let them board either the wreck or the wrecking tugs and derricks that were anchored alongside.

Captain I. F. Chapman yesterday described a conversation which he had with one of the fire victims through an open daylight on the Saale. "The imprisoned man," he said, "was a steward who was known to me by sight. He told me that there were thirty-eight men besides himself, and one woman, a stewardess, perished by the flames. The poor fellow had an agonizing look on his face, and seemingly realized that he and his companions were doomed to a horrible end. Giving up hope of rescue, the steward told me that there were others caught between decks, and asked me to try to save them. A moment afterward he sank back into the roaring flames, which soon shot out of the open porthole. We went back, and there forced a companionway. A man who sought to gain the ladder with a blanket wrapped about him was unable to do so, and was roasted to death."

MANY SURVIVORS TALK.

DRIVEN OUT OF SHAFT TUNNEL AND RESCUED FROM STAKE HOLE.

When the Main was hauled out of her pier at about 11 o'clock on Saturday night, as told in The Tribune yesterday, it was not thought that there was a living soul aboard. From the time the fire broke out until some half dozen hours later, when she was towed into the river, she had not only been enveloped in the conflagration raging about her, but the whole of her interior seemed to be one seething caldron of fire. It appeared incredible that life could exist for one moment in such a floating inferno. Yet fifteen men had lived for several hours imprisoned within a hull that was for the most part heated to redness as deep as the water's edge. Near the Main, when the vessel had been dragged into midstream, was the tug Colonel E. A. Stevens. These on the deck of the tug noticed what they thought to be the waving of a lamp, as distinguished from the slight forks of flame that continued to spurt from every part of the liner. The Stevens drew nearer to the ship and ascertained that some one actually was swinging a lamp from one of the coal ports. Making its way to the side of the steamer, the Stevens took off fifteen men who had survived an experience that may truthfully be likened to living for six or seven hours in an oven surrounded by the fiercest of flames. The ordeal which these fifteen men went through is graphically told in the following story, which one of their number, a fireman named Julius Wiesener, related yesterday afternoon to a Tribune reporter. He said:

I was at work with several other men in the engine room of the Main when the fire began. We got orders first to put out the pumps in readiness for use, while at the same instant other men were told to close the skylights. The fire was so intense that, knowing our lives were in danger, we sought to get away from the ship. We made our way to the shaft tunnel, and there, as there was no way to escape there, we rushed back, but discovered also that the after part was aflame, and that we were making our way out of the shaft tunnel. We were twelve of us, and we all thought that we would never get out alive. As a last resort, we were making our way out of the shaft tunnel, and there, as there was no way to escape there, we rushed back, but discovered also that the after part was aflame, and that we were making our way out of the shaft tunnel. We were twelve of us, and we all thought that we would never get out alive. 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