TWO DOZEN MORE BODIES.

NINETY-FIVE IN ALL RECOVERED SINCE THE PIER FIRE.

MORE THAN HALF UNIDENTIFIED—LIST OF MISSING GIVEN OUT BY THE LLOYD COMPANY.

Fewer bodies of the victims of the great disaster at the North German Lloyd docks in Hoboken were recovered yesterday than were taken out on Monday. Only eight corpses of men who had been drowned in the flight from the flames at the piers were found in the docks yesterday morning, but the men who were engaged in the search found nine more late in the afternoon. In the morning hours the conditions were favorable for the recovery of bodies in the docks, but in the early afternoon the water was roughened by the wind and the tide was high.

Only about a dozen men in boats went about in the slips between the rows of blackened spiles yesterday. When the bodies were found in the morning they were removed to O'Donnell's Morgue, in Washington-st. Three of the bodies were identified, one as that of Alfred Baron, the third officer of the Saale; another as that of Ernest Holtz, a longshoreman, of No. 329 Washington-st., Hoboken, and the third as that of L. Stegeman, an oiler on the Main.

Five more bodies were recovered from the Saale yesterday, and two bodies of men supposed to have been members of the ship's crew were found in the water at a considerable distance from the docks. One body was found far to the north of the ship, and the other was found at Morris-st., Jersey City. The latter was found by Walter Dixon, of Elizabethport, a boatman. It is in Speer's morgue. The man wore a red and blue shirt and dark blue overalls. In a pocket was a card with the address, "Tollman, steamer Saale." A pocketbook containing a small sum of money and a pocketknife were the only articles found. The bodies of the victims recovered at different places yesterday numbered twenty-four.

Of the nine bodies found at the docks in Hoboken in the afternoon, two were identified at the morgue, one as that of August Mueller, and the other as that of John Mueller, a longshoreman, whose home was at Grand and Fifth sts., Hoboken.

Up to last night ninety-five bodies of the victims of the disaster had been recovered since the fire, and nearly one-half were still unidentified. The agent of the North German Lloyd Company in the afternoon isued a list of the missing from the crews of the Saale, the Main and the Bremen, 141 names in all. The list showed ninety-eight missing from the Saale, thirty-five from the Main and eight from the Bremen. In the lists were found the names of nine who had been identified at the morgue in Hoboken, including Third Officer Baron, whose body was found yesterday. It is probable that several names on the lists are those of persons whose bodies have been recovered, and will be identified.

The fund for the benefit of the widows and orphans of the victims of the disaster in Hoboken had grown to about $2,000 yesterday, and it was stated that probably $50,000 could be raised. Mayor Fagan of Hoboken was one of the first to subscribe $100 to the fund, and others who have subscribed similar amounts are Robert Davis, Mrs. C. B. Alexander, J. Ulrich, Henry Mehl and E. F. C. Young, president of the First National Bank of Jersey City.

President Helfer of the Hoboken Health Board yesterday obtained an order from Superintendent Moeller of the North German Lloyd Steamship Company authorizing him to make arrangements for the burial of the unidentified and unclaimed dead. It is proposed that there shall be a public funeral of all the unclaimed victims of the fire.

Dr. Helfer, accompanied by Mayor Fagan, came to New-York yesterday to confer with Michael C. Murphy, president of the New-York Board of Health, with a view of obtaining permission of the New-York authorities to take all the bodies of the Saale victims which were in the Bellevue morgue to Hoboken.

Mr. Helfer said the funeral would be arranged after the bodies were in Hoboken. As nearly all the victims are Germans, and had no relatives or friends in this country to pay funeral expenses, the burials will be at the expense of the steamship company. It is believed that there will be at least one hundred of these unidentified victims.

Nine of the bodies have been removed from the Bellevue Morgue to the shop of W. S. Kennedy, the undertaker in Pearl-st. The body of Captain Mirow of the Saale is to be cremated by order of a relative.

The body of Charles Brunner, the upholsterer who was burned to death on the Saale, was taken from Bellevue Morgue to his home, at No. 506 Lewis-st., Union Hill, yesterday afternoon. The body was one of those taken from the deck of the Saale on Sunday.

County Physician Converse yesterday ordered Coroner Charles Hoffman to hold an inquest in the case of Mary Cardess, stewardess on the Saale, who was drowned. The County Physician said that he might later direct the Coroner to hold a second inquest on the body of one of the victims whose death was caused by burns. It is believed the Coroner's investigation will bring out some developments as to the charges of cowardice and cruelty against certain tugboat men in refusing aid to victims when they were struggling in the water for their lives.

Most of the injured from the fire who were at New-York hospitals went to their homes yesterday.

The following additional identifications were made at O'Donnell's morgue yesterday:

MULLER, Carl F., fifty-seven years old, steward on the Main.
LITZIU, ——, steward on the Saale.

These additional identifications of bodies were made at Hoffmann's morgue yesterday:

BEHRENS, William, cook on the Saale.
TIENFKE, Emil, supposed to belong on the Bremen.
HERLOFF, Jacob.
MOLLER, John, a coal passer on the Saale.

CHRISTIAN ENDEAVORERS' PLANS.

The Christian Endeavor delegates who were booked to sail yesterday on the Main will be divided between the North German Lloyd steamer Rhein, which leaves Baltimore for Southampton to-morrow, and the American liner New-York, which will sail from this port on Wednesday of next week. H. A. Kinports, the transportation manager for the New-York State Endeavorers, said yesterday that he had not been informed as to the plans of the Boston delegates, who were to have travelled on the Saale.

Chicago, July 3.—The Western delegates to the world's conference of the Young People's Society of Christian Endeavor, to be held in Edinburgh beginning July 14, who were delayed in Chicago because of the burning of the steamship Saale in New-York Saturday evening, which they had chartered, left here this evening on a special train for New-York. Arrangements have been made to take the Christian Endeavorers to London on the Trave, instead of the Saale. They were sister ships.

W. S. Walsh, the Boston representative of the society, arrived in Chicago to-day and will escort the delegation east.

PASSAGE FOR ENDEAVORERS ARRANGED.

Boston, July 3.—Secretary John Willis Baer, of the United Society of Christian Endeavor, announced to-day that the arrangements for the transportation of Christian Endeavorers to the World's Convention in London, interrupted by the disaster in New-York on Saturday, had been revised, and that plans had been perfected for all excursions to move, although there will be some delay. It is believed, however, that all will reach London in ample time for the convention, which opens July 14.

Secretary Baer will sail for London on the St. Louis to-morrow. He said to-day that President Clark would reach London in time for the convention.

COMPLAINTS OF TUG CAPTAINS.

AFFIDAVITS MADE BEFORE THE RECORDER OF HOBOKEN.

The talk about cruelty of tugboat captains at the fire was continued yesterday in Hoboken, and several complaints were lodged with Recorder Stanton at the request of Mayor Fagan, who said he thought the complaints ought to be investigated. One affidavit was the following, made by Third Officer Fritz Kruse, of the Phœnicia:

I am third officer of the Hamburg-American Line steamship Phœnicia, now at the Hamburg-American Line dock, Hoboken. On Saturday, June 30, 1900, at about 5 o'clock in the afternoon, I left the steamship Phœnicia and went out to the end of dock No. 2. I went to one of our lifeboats, which was alongside of the burning steamship Saale, of the North German Lloyd Line. I saw a tugboat at the end of the pier. I asked the captain to put me on board the lifeboat spoken of. He said:

"Yes, all right; I can do it."

I went on the tugboat, called the Dandy, and was going up to the pilothouse, and was showing the pilot where I wanted to go.

We put away from the dock, and had covered about half the distance. The captain of the tugboat Dandy then said: "Have you any money to pay me?" I answered, "It is no use for me to carry money while on board the ship. I have none in my pocket. I only carry money when I go ashore."

The captain of the tugboat Dandy, who was in the pilot house at the wheel, then said: "I have no time for you. I have other business to look after. I must put you back on the shore."

Then he turned the boat back and took a direction back to the pierhead again. I begged him to give me help to save the men who were on board the steamer Saale. He refused, and reaching the pier, I got off the tugboat.

The tugboat Dandy later returned and the captain requested me to again go on board the tugboat and he would take me over to the steamboat.

From the time he first took me until he returned and again offered to take me to the steamship about half an hour had elapsed. I was indignant and refused to again go on board the tugboat Dandy.

Other affidavits were made to corroborate Kruse's statement. It was said that probably no arrests could be made, but the steamboat inspectors could deal with the offending captains.

Henry Brockstedt, of No. 75 Bloomfield-st., Hoboken, made a complaint before Recorder Stanton yesterday against the captain of tugboat No. 6, of the New-York Central Railroad. Brockstedt in his statement said that he was working on tug No. 8, alongside of the steamship Phœnicia, when the fire broke out. They got alongside the Saale when a tugboat came along, the name of which he does not know, and the captain of which said, "What the h—— are you doing here," and cut them loose. As they were trying to get back to the docks to land a steward and seven other people, Brockstedt says, the New-York Central tug came along and refused to let them land, and ran into them and almost swamped them. When appealed to for help the captain said: "To h—— with you; I want to save these barges."

"It was not his fault that we were not all drowned," said Brockstedt.

Captain Petrie, chief of the steamboat inspectors, said yesterday that he could do nothing in the matter of alleged inhuman treatment on the part of captains of tugs until some definite complaint was made to him. The complaint, he said, would have to be made by some responsible person and specific charges made before it could be properly entertained by him.

TUGBOAT OWNERS TAKE ACTION.

REWARD OFFERED FOR PROOF OF ANY CAPTAIN'S CRUELTY AT THE FIRE.

Tugboat owners representing about all the towing lines of New-York Harbor met at noon yesterday at the Produce Exchange to take action on the reports that captains were brutal to the sufferers from the Hoboken fire. There were over one hundred at the meeting. Captain George L. Norton, Editor of "The Marine Journal," presided, and E. M. Timmins was the secretary. Captain Norton in opening the meeting said this was the first time in history that the New-York Harbor tug men had been called cowards or accused of brutality. Before this they had always and justly been looked upon as brave life savers.

Captain Eli B. Conine, of the Conine Towing Company, declared that he was willing to go to extremes to convict and punish the man who jabbed a boathook at a drowning man who was calling for help. If any one had seen a boathook used, it was, he felt sure, to save and not to kill.

Captain Conine said he was on his boat during the whole fire and had seen many brave rescues. His tug took men off the Saale and pulled others out of the water. The Mutual took many persons off the Saale and the Bremen. The Maria Hoffman saved a great number, and the Nettie Tice took thirty or forty from the end of a pier, who must soon have been burned to death if not rescued. The Tice did this instead of working for salvage. Coffee was given to those who were saved.

Captain A. B. Eldridge, of the tugboat D. S. Arnott, spoke of handling food to the men through the portholes. He had been with the Bremen from Saturday at 5 o'clock until Sunday morning at 1. He took seventeen men from the Bremen. These charges, he believed, would have their effect throughout the world. They were false, and they should be contradicted. Tugboat captains did not have half enough credit, in his opinion. When the Bremen drifted down the river it came near to the Fall River Line piers, and if it had not been towed away there might have been a great fire on the New-York side.

The captain of the Margaret Lenox spoke of the life saving that the engineer of the Wendel Goodwin did. A woman stood on one of Hoffman's coal barges. She had two children in her arms. Their clothing was afire, and she jumped with them into the river. The engineer leaped to save them. He succeeded in holding them up until a line from the Goodwin reached them.

Captain Conine further said that the fireboat Van Wyck would not try to save the persons in the water around shouting for help, but confined its attention to pumping water on a burning lighter not worth $400. John Tracy, of the tug Thomas Tracy, whose captain, "Dan" Flannery, saved twenty lives, was another speaker. In fact, the speaking was general, and many offered strong testimony to the bravery of their tugboat men, and all agreed in saying that the reports of cruelty must be false.

Commodore M. Moran moved that a reward of $1,000 be offered for the conviction of any tugboat man guilty of inhumanity at the time of the fire. Captain Horton appointed as a committee to draft the resolution in legal form W. F. Dalzell, Robert Rogers, Charles Harris, John Van Wie, E. M. Timmins and A. B. Eldridge.

INSURANCE RATES TO BE RAISED.

SOME READJUSTMENTS WILL RESULT FROM THE FIRE.

Informal conferences were held yesterday by marine insurance officials. The causes which led to the Hoboken fire were discussed, and it was stated that some of the insurance men were inclined to regard the appalling results of the fire as being somewhat due to carelessness.

It is likely that the insurance companies will institute an independent investigation and that steps will be taken to bring about an absolute enforcement of all the fire regulations.

While the talk of an advance of rates on "floating policy contracts" is merely of a tentative character, it is probable that there will be some readjustments of rates on certain classes of risks. Agents of some of the foreign companies who were seen yesterday admitted that they were in communication with their head offices with respect to this matter.

Further inquiries in marine insurance circles yesterday led to the conclusion that the estimates made on Monday, which computed the loss to the insurance companies at $3,000,000, were somewhat excessive. Anton A. Raven, president of the Atlantic Mutual Insurance Company, said yesterday that a more careful investigation tended to show that the first estimates had been somewhat exaggerated. Nevertheless the fire has hit nearly every marine company of importance represented in this city, and the losses sustained will go in some degree to offset the handsome profits made by the marine companies during the war with Spain, when rates were greatly increased, while the losses were extremely small.

TO REBUILD HOBOKEN PIERS.

Gustav H. Schwab, after superintending the departure of the Kaiser Wilhelm yesterday, went to Hoboken, where he examined the ruins of the piers. Upon returning to his office in the afternoon he said his assistants were preparing a list of the missing employes of the company. This list was completed last evening. Most of these names have been published in The Tribune.

"The company," Mr. Schwab said in answer to inquiries, "has made absolutely no plans for permanent docking privileges in the future, and until some decision is reached nothing can be said upon that matter. For a month at least our express steamers will take on passengers at the Cunard Line piers, the use of which has been generously extended by the officials of the company. The Barbarossa, due on Wednesday, will dock at the White Star Line pier; the Trave, due on the same day, will dock at the French Line pier; the Lahn, due on Thursday, will dock at the Cunard Line pier, as will the Kaiser Wilhelm II when she arrives."

While Mr. Schwab is not yet prepared to speak of the future plans of the company, it is understood that the North German Lloyd will rebuild the Hoboken piers. It is said that the company will construct three large piers similar to its new pier, which was known as Pier 1, and which was destroyed. As little wood as possible is to be used in the construction. It will take about a year to complete the new system of piers, and it was said yesterday that the work would be begun just as soon as the underwriters had adjusted the insurance.

SEARCHING BURNED HULKS.

FIVE MORE BODIES FROM THE SAALE—WRECKERS HOPE TO SAVE THE BREMEN.

While the search for bodies on the three wrecked steamships was continued unremittingly throughout yesterday, the full number of the bodies confined in the hulls cannot be definitely ascertained until the open ports have been closed and holes plugged, so that the water may be pumped from the vessels. On all three of the liners wreckers were at work yesterday preparing for the pumps. Divers were employed in plugging up the deadlight openings and apertures which were made by the fire.

When this has been accomplished powerful pumps will be put in place to free them of the water which is now rising and falling with the tide inside them.

William E. Chapman, of the Merritt & Chapman company was in charge of the wreckers.

Experts who made a cursory survey of the three steamships yesterday said that the salvage would be much greater than was expected, inasmuch as the hulls and engines would need but little repair. The upper works, however, will have to be almost entirely rebuilt.

About fifty men were employed yesterday in hoisting and taking out the cargo, or as much of it as could be reached, with derricks. The cargo was removed to three steam lighters, which lay alongside. Emil Zanda, second officer of the Saale, was looking after the interests of the company.

During the forenoon the New-York Charities Department steamer Fidelity arrived at the wreck with coffins. The bodies were placed in the coffins and conveyed to the New-York Morgue.

Captain Tooker, who is superintending the operations on the Bremen and the Main, said yesterday he was sure that he could raise the Bremen, and was hopeful of raising the Main as well. As the fire on the latter vessel continued to burn with such stubbornness, it was decided yesterday morning to open all the ports and flood the vessel completely. This was done, and as the water poured in through the openings the liner settled deeper and deeper in the mud, and it was not long before her decks were awash. In a day or two the ports will be closed again and the wreckers will start pumping her.

Trouble with fire was also experienced on the Bremen. It was thought that the fire had been completely extinguished on this ship, but yesterday morning flames were found near the aft hatchway. Streams of water were at once played upon the outbreak and finally quenched the blaze.

Gangs of men were busy at work all day in hoisting bales of cotton and other cargo from the holds. A man, who said he was a waiter on the Bremen, rowed out to the vessel yesterday morning and told the derrick men that he left $150 in gold behind when he left the burning ship. If they gave him a chance, he said, he thought he could find it. He evidently knew just the spot in which to look for the money, and after searching among the débris he came upon his treasure.

Five more bodies were recovered from the steamer Saale yesterday. Three were found in the second cabin in the stern of the vessel by Frederick Elchson, a diver, and two in the steerage. This makes twenty-one all told found in this steamer. The first body was brought out at 3:15 o'clock, and it was identified by Emil Zanda, the second officer of the Saale, as a steward, but he did not know his name.

The second body was found at 3:45, and proved to be that of Chief Steward Ulrich. He was identified by Mr. Zanda.

The third body was found at about 4:15. It was of a young man, who wore a mustache. He was about five feet seven inches in height.

These bodies were laid side by side in the passageway outside the cabin to await the disposal of the Coroner.

CROWDS SEE THE BIG KAISER SAIL.

SHE CARRIES MANY OF THE SURVIVORS OF THE BIG FIRE.

The Kaiser Wilhelm der Grosse sailed yesterday morning at 10 o'clock from the Cunard Line pier, No. 52, North River. The steamer carried about three hundred and forty of the survivors of the fire. The cabins and steerage were full, while 274 who were to have sailed in the steerage could not go for lack of room. They will be taken to Europe on other ships as soon as possible.

Curiosity did as much as anything to get on the Cunard Line pier the big crowd that saw the Kaiser Wilhelm der Grosse pulled out into the river. Over five hundred people were there. They crowded the decks and choked the gangways in their strong desire to see what effect the fire had on the big vessel, but all they saw was fresh paint and a ship that looked nearer new than she did before she was scorched. As the time for sailing approached and the visitors were sent ashore and the curious still gathered, the police closed the big iron doors so that no one could get out on the end of the pier. They were then in view of the black, smoky ruins of the Hoboken docks, and these they discussed until the Kaiser Wilhelm der Grosse had started down the river.

The officers of the wrecked vessels were accommodated in the cabin, and the members of the crew went to the steerage. They were brought over in tugs from Hoboken, in charge of Dock Superintendent Moollerabout. In the bustle and stir and excitement they looked spiritless and sad. Many of them had lost friends in the fire, and, as a number of them said, they themselves had come very close to death, too, and they realized it.

Captain Engelbart, who was on the bridge before the vessel sailed talking to Mr. Schwab, the agent of the line, said: "Three men of the complement of the Kaiser Wilhelm der Grosse were missing since the fire, but one of them showed up this morning. He was in the scullery department. This is indeed a sad trip. We will make our report to the home office."

The Kaiser carried a great quantity of mail for Bremen, 243 bags; for Paris, 202, and for London, 290. On the voyage the passengers will give an entertainment for the benefit of those who have suffered from the fire. The amount that will be raised, there is much reason to suppose, will be large.

Ex-Governor Levi P. Morton was a passenger on the Kaiser Wilhelm der Grosse. With him sailed Mrs. Morton and the Misses Morton. Mr. Morton said that they would probably be abroad about two or three months. "Our plans," he said, "are subject to change. We are going now to Bremen, and will spend much of our time in Germany.

"As to politics, I have not much to say. I believe that the Republican party is going to win at the coming election. This will be a Republican year."

Other passengers were Mr. and Mrs. Cortlandt F. Bishop, Mrs. H. W. Cannon, Mr. and Mrs. George Otis Draper, Walter Phelps Dodge, Guy Phelps Dodge, Consul Thomas E. Heenan, H. I. Ickelheimer, Herman Joseph, Colonel and Mrs. E. M. Knox, Miss E. Kelly, Professor Kaerger, Mr. and Mrs. Fernando Lopez, Eames MacVeagh, Mrs. Franklin MacVeagh, Mr. and Mrs. John L. Mitchell, Mrs. J. M. Ranger, Mrs. Elliott F. Shepard, Mrs. Ernesto G. Fabbri, sr., Professor S. S. Shaw, the Rev. I. R. Slattery, Garrett P. Serviss, Mr. and Mrs. C. J. Wittenberg, Dr. Homer Wakefield, Mrs. W. Storrs Wells, W. B. Young and Dr. S. Lewis Ziegler.

Deputy United States Marshal Bernardt took on board the Kaiser just before she sailed William Arnold and his son, William Arnold, jr., who were arrested in Philadelphia on a charge of "raising" money. They are wanted in Wurtemberg, and were arrested at the request of the German authorities.

SYMPATHY FROM THE KAISER.

Bremen, July 3.—The officials of the North German Lloyd Steamship Company have received a telegram from Emperor William expressing sympathy with them in the calamity which has befallen the company through the destruction by fire of three of its steamers on the Hudson River, and the burning of its wharves, and hoping the directors will manfully face the trial confronting them.

A director of the company estimates the losses falling on the company at about 5,000,000 marks.

CHAPLAIN JOHNSON'S BRAVE WORK.

The Rev. James Le Baron Johnson, assistant rector of Grace Church and one of the chaplains of the Fire Department, took an active part in the work of the New-York Fire Department in connection with the big fire. According to the testimony of officers of that Department the chaplain risked his own life in his attempts to save the lives of others. The chaplain was in his quarters on Saturday when his attention was directed to a burning ember which fell upon the house. Looking westward he saw what he thought was a fire in West-st., this city. Although no alarm had been sent in the chaplain jumped into his wagon. Just then No. 251 was sounded for West and Morton sts. The box had been pulled because of burning lighters approaching the New-York side from across the river.

Chaplain Johnson within two minutes was at the end of the White Star Line pier. Battalion Chief Lally was also there. In midstream the steamship Bremen was afire, and at her starboard side was the fireboat New-Yorker. It was necessary for Chief Lally to be aboard of the fireboat, and accordingly the chaplain hunted up Captain Smith, master of the steamship Majestic and secured a rowboat. The river was choppy and the passage to midstream was extremely dangerous.

Chief Lally finally boarded the fireboat and ordered the chaplain to send a call for the fireboat Robert A. Van Wyck. The chaplain again faced the choppy waters bound for the shore, and sent in a call for the Van Wyck, which was in the East River. The fireboat was the means of rescuing several score of men who otherwise might have perished.

The fire chaplain then rowed out again to midstream and went on board the New-Yorker. He afterward boarded the burning steamship and lent a hand in the work of rescuing the imprisoned seamen.

MAIN STILL A FURNACE.

NO BODIES TAKEN FROM EITHER VESSEL OFF WEEHAWKEN—UNLOADING THE BREMEN.

No bodies were recovered yesterday from the interiors of the steamships Main or Bremen, lying on the flats near the West Shore ferry, in Weehawken. The condition of the vessels will not permit of a close inspection of the decks beneath the waterline. Gangs of men employed by the Merritt & Chapman Wrecking Company are at work night and day removing cotton from the hold of the Bremen. One of the two divers employed is William H. Dwyer, who recovered many of the bodies of the illfated battleship Maine in Havana Harbor.

Dwyer said yesterday, speaking of the Main: "I don't think I will be able to go down into the interior of the ship for several days yet. If I went down now it would be at the risk of my life."

The wreck of the Bremen, which lies nearer the shore, a short distance from the Main, has toppled far over on one side. She lies in about eight feet of mud. The crew of the big wrecking tug Monarch, which lies on the port side of the Bremen, have placed chains around the stern of the wreck to hold her up.

Captain Wolcott, of the I. J. Merritt, said yesterday that Sunday morning he was lying alongside the Bremen and pouring water into her. All hands were busy on the port side, and no one was watching the starboard. He ascended to the pilot house and saw that the tugs which had been laboring to get the blazing Main on the flats had lost control of her in the strong tide, and the burning vessel was drifting down upon him, only five cable lengths away. He shouted to his men and jumped to the wheel. The lines were fast to the Bremen. They were cut with axes. To run forward was to run the Merritt into the mud. There did not seem time to back out, but he took the chance. He rang for full speed astern, and she responded quickly, but as he passed out his two sides grazed either vessel. In all his career as a wrecker, Captain Wolcott said, it was his narrowest escape, for a few inches would have crashed the Merritt between the two vessels, both of which were burning.

As he backed out, the captains of other tugs alongside the Bremen begged him for God's sake not to desert them, as they knew the Merritt was holding the Bremen up, and she was in danger of turning on her side and crushing the smaller boats under her rail. The Main grounded when her stern was within a few feet of the Bremen, but later she moved around so that Captain Wolcott was able to run in between and work upon both vessels at once.

LIBELS FILED FOR SALVAGE.

TUG OWNERS TAKE STEPS TO RECOVER FROM THE NORTH GERMAN LLOYD.

The following libels for salvage against the steamers of the North German Lloyd Line were filed yesterday with the Clerk of the United States District Court:

Joseph Ford and William D. Ford, owners of the tug Laurita, and Thomas Conley, owner of the tug G. W. Wright, against the barge Nordland. The complaint says that the Nordland, laden with coal, was lying in the slip between Piers No. 1 and No. 2 of the North German Lloyd Line, and was on fire as well as the piers. No one was aboard the barge. The tugs pumped water on the barge and towed her to a place of safety.

Lottie Day and Herbert Ingersoll, owners of the tug Sarah E. Easton, against the Kaiser Wilhelm der Grosse.

Charles E. Evarts and other owners of the tugs L. Pulver, E. M. Millard and America, against the Kaiser Wilhelm der Grosse.

John Carroll, owner of the tug Seven Brothers, against the Kaiser Wilhelm der Grosse. The value of the tug is said to be $8,000.

John Carroll, owner of the tug Carroll Boys, against the Kaiser Wilhelm der Grosse. The value of the tug is placed at $4,500.

Henry Hoffman, owner of the tugs Admiral Dewey and Edward J. Berwind, against the Kaiser Wilhelm der Grosse.

William E. Ferguson and Edward M. Timmins, owners of the tug Edward M. Timmins, against the steamship Saale. The value of the tug is given as $14,000.

William E. Ferguson and Edward M. Timmins, owners of the tug Edward M. Timmins, against the steamship Bremen.

William E. Ferguson and Edward M. Timmins, owners of the tug Edward M. Timmins, against the steamship Main.

Frederick B. Dalzell, William F. Dalzell and J. F. Lohman, owners of the tug W. Freeland Dalzell, against the Kaiser Wilhelm der Grosse.

John F. Baxter and Clarence W. Conklin, owners of the tug John Fuller, against the Kaiser Wilhelm der Grosse.

The Ocean Steamship Company of Savannah, owner of the tug Edwin Dayton, against the lighter Captain Lange.

Two libels have been filed with United States Commissioner Romaine, of Jersey City. One was filed by the owner and crew of the tugboat James Ray against the lighter Lillian and her cargo of 480 bales of cotton. The Lillian was towed from Hoboken and run on the flats at Liberty-st., Jersey City. The other was filed by the owner and crew of the tugboat John A. Griswold against the lighters Amazon and Captain Larry, which were also loaded with cotton. The libels were posted yesterday afternoon by Deputy United States Marshal Burns.

ROUND COTTON BALES.

The disastrous fire of last Saturday, which started from a single burning cotton bale, might have been partly avoided had the cotton been baled by the modern process of round bales. Three or four years ago the round bale was almost unknown in the cotton industry, but the new baling process is so superior that it must eventually crowd the other out. The bale is formed by layers, coiled in full length, therefore presenting no outside surface for capillary attraction, and consequently no air can enter the bale after it is fully formed. Exhaustive tests have been made, in which it has been proved that the round bales of cotton cannot absorb water, and should the outside get on fire a little water will put out the flames and do the cotton no material injury.

A CABLE COMPANY'S OFFER.

The Anglo-American Telegraph Company has offered to send free messages for all the survivors of the German ships, and also to obtain replies for them from their friends in Germany.

TOO OLD, THE YOUNG FOLKS SAY.

OFFICERS OF YONKERS Y. W. C. A. RESIGN IN A BODY—TEMPEST IN THE ORGANIZATION.

Mainly because the younger element had determined that the officers of the Young Women's Christian Association of Yonkers were too old, the entire official body has resigned from the organization. The resignations occurred at the annual meeting of the association, and were made public yesterday through the following statement, which was issued by the retiring officers:

The resignations occurred owing to dissensions that have been accumulating for some time and have finally reached their climax. The ladies who have resigned claim to have made repeated attempts to create better feeling, but all their efforts resulting in failure, they thought the best service they could render to the work was to leave it, although some of them were identified with it as founders, and the majority had been connected with it for many years, having borne the heat and burden of the day.

When asked for a statement concerning the trouble, one of the young women said:

We had become heartily tired of the domineering attitude of the officers of the organization. Those who resigned were Mrs. T. M. Lyall, Miss Josie Sanders, Mrs. Charles R. Frankenberg, Miss Edith M. Austin, Mrs. C. F. Davis, Mrs. S. R. Archer, Miss Helen M. Archer, Miss Sadie Edwards, Mrs. James Cook and Mrs. Eugene Tymeson.

Mrs. Lyall had been the president of the association since its organization in 1891. Last year at the annual election there was considerable opposition to Mrs. Lyall for the executive office on the part of the young girls who desired a younger official with younger ideas. We worked hard during the year and secured a sufficient number of young members to insure a majority. This year Mrs. Lyall and nearly all the old staff were re-elected by the Nominating Committee, and then we objected. We practically served notice on them that if they did not get out we would force them out, and—well they got out. Charles R. Otis, who is one of the mainstays of our organization, was friendly to Mrs. Lyall and wanted her to stay, but we overruled his opposition. We have no officers now, but we will hold an election shortly.

DEATH OF PRINGLE MITCHELL.

Pringle Mitchell, eldest son of Donald G. Mitchell, died at his country home, at Rye, on Monday from typhoid fever. He was born at New-Haven forty-one years ago. For twenty-one years he had been connected with the Tiffany Glass and Decorating Company. At the time of his death he was vice-president and general manager of the concern. A widow survives him. The funeral took place yesterday at the house, Archdeacon Kirkby officiating. The burial was at Woodbridge, on the outskirts of New-Haven.

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HOME NEWS.

PROMINENT ARRIVALS AT THE HOTELS.

ALBEMARLE—Dr. J. P. Oliver, of Boston, and M. B. I. Goddard, of Warwick, R. I. ASTOR—Captain Albert H. Smart, of Honduras, and Ferdinand Liverman, of Sydney. BUCKINGHAM—Walter B. Howe, of Washington; Arnold Hogue, of Washington, and Huntington Norton, of Boston. CONTINENTAL—J. Stuart Ward, of Belfast. FIFTH AVENUE—Captain J. M. Elliott, jr., of Gadsden, Ala., and Vicomte Jennia, of Boston. GRAND—Major James G. McKay, U. S. A. GRAND UNION—Dr. Murray McFarland, of Toronto. HERALD SQUARE—Ernest Grant Govan, vice-chairman of the Incorporated Chamber of Mines, London. HOLLAND—H. A. Garfield, of Cleveland, and W. L. Elkins, jr., of Philadelphia. IMPERIAL—Judge Alexander G. Robinson, of Louisville; Colonel William Semple, of Pittsburg, and Judge Z. H. Scott, of Galveston, Tex. MANHATTAN—W. R. Castle, of Honolulu; John C. Moulton, of Dumfries, Scotland; Interstate Commerce Commissioner Martin A. Knapp, of Washington, and C. Van H. Whittleck, of San Juan, Porto Rico. MURRAY HILL—Major-General Thomas H. Ruger, U. S. A. (retired). NETHERLAND—George H. Paine, of Detroit, and Oscar Percival, of Chicago. NORMANDIE—W. B. Shembrick-Clymer, of Washington. PLAZA—James Blair, of St. Louis. SAVOY—Ernst Langweinrick, of Oberhausen, Germany, and James F. Tracy, of Albany. SINCLAIR—Captain P. Guy Reed, U. S. A. STURTEVANT—Major Madden, U. S. A. WALDORF—Dr. R. H. Van Ezdorf, of the United States Marine Hospital Corps; Decatur Axtell, of Richmond; N. C. Carnegie, of Pittsburg; Seymour Van Santvoord, of Troy; C. C. Loring, of Boston; Cyrus Curtis, of Philadelphia, and Dr. J. William Moore, U. S. N.

WHAT IS GOING ON TO-DAY.

Fourth of July celebration.

Tammany Hall celebration, 10 a. m.

Amateur Athletic Union championship games, Bergen Point, N. J., 2:30 p. m.

Letter Carriers' picnic and games, Schützen Park, Union Hill, N. J.

Sheepshead Bay races, 2:30 p. m.

Larchmont, Atlantic and Riverside yacht club regattas.

Prohibition ratification meetings, Prohibition Park, Staten Island, 9 a. m. and 3 p. m.

Music in Abingdon Square and Mulberry Bend parks, 8 p. m.

NEW-YORK CITY.

The Charity Organization Society appeals for $150 wherewith to provide for the pressing needs of an aged couple. They are respectable and well educated. The man is too old to work at his profession, and the wife is paralyzed. Any money for this case sent to the Charity Organization Society, No. 105 East Twenty-second-st., will be duly and publicly acknowledged.

Among the passengers on the steamer Advance, which arrived yesterday from Panama, was Julio E. Cordovez, Inspector-General of the telegraph system of the Department of Panama. Señor Cordovez comes on a special mission for his Government.

Announcements.

E. & W. All pure white linen. E. & W.
A cool shirt for warm weather.

MARINE INTELLIGENCE.

MINIATURE ALMANAC.

Sunrise 4:34 | Sunset 7:34 | Moon sets a m 11:25 | Moon's age 7

HIGH WATER.

A.M.—Sandy Hook	——	Gov. Island 12:10	Hell Gate 1:59
P.M.—Sandy Hook	12:42	Gov. Island 1:14	Hell Gate 3:03

INCOMING STEAMERS.

TO-DAY.

Vessel.	From.	Line.
Hendrika	Algiers, June 13	——
Marquette	London, June 21	At-Trans
Fournel	Havre, June 15	French
Texas	Shields, June 17	——
Noordland	Antwerp, June 23	Red Star
Pocahontas	Gibraltar, June 19	Mediterranean
Genesee	London, June 13	——
El Norte	New-Orleans, June 29	Morgan
Oceanic	Liverpool, June 27	White Star
Barbarossa	Bremen, June 23	N. G. Lloyd
Kaiser Wilhelm II.	Gibraltar, June 25	N. G. Lloyd
Marietta	London, June 20	——
Seminole	Jacksonville, July 1	Clyde
Leon XIII	Havana, June 30	——
Sirdar	Gibraltar, June 19	——
Lahn	Bremen, June 26	N G Lloyd

THURSDAY, JULY 5.

El Monte	New-Orleans, June 30	Morgan
Tallahassee	Savannah, July 2	Savannah
European	London, June 23	At-Trans
Chateau Lafite	Bordeaux, June 23	Fabre
Jersey City	Swansea, June 21	Bristol City
Trave	Southampton, June 26	N. G. Lloyd
Maskelyne	St. Lucia, June 28	Lamport & Holt
American	Liverpool, June 23	Leyland
Hermes	Liverpool, June 22	Houston
Cymbeline	Sunderland, June 23	——

FRIDAY, JULY 6.

Columbia	Hamburg, June 28	Hamb-Am
Pennsylvania	Hamburg, June 25	Hamb-Am
Christiana	Gibraltar, June 23	Hamb-Am
Cereda	Falmouth, July 22	——

OUTGOING STEAMERS.

TO-DAY.

Vessel.	For.	Line.	Mails close.	Vessel sails.
Majestic	Liverpool, White Star		9:00 a m	12:00 m
Kensington	Antwerp, Red Star		10:30 a m	12:00 m
Navahoe	Charleston, Clyde		——	3:00 p m
St. Louis	Southampton, American		7:00 a m	10:00 a m

THURSDAY, JULY 5.

La Touraine	Havre, French	6:30 a m	10:00 a m
K. Friedrich	Hamburg, N G Lloyd	6:30 a m	10:00 a m
Yucatan	Havana, N Y & Cuba	1:00 p m	3:00 p m
Trinidad	Bermuda, Quebec	8:00 a m	10:00 a m
Buffon	Pernambuco, Lamport & Holt	10:30 a m	12:00 m
Niagara	Nassau, N Y & Cuba	1:00 p m	3:00 p m
Seneca	Tampico, N Y & Cuba	1:00 p m	3:00 p m
El Cid	New-Orleans, Morgan	——	3:00 p m

FRIDAY, JULY 6.

Leon XIII	Cadiz, ——	——	4:00 p m
Rio Grande	Brunswick, Mallory	——	3:00 p m
Seminole	Charleston, Clyde	——	3:00 p m

SHIPPING NEWS.

PORT OF NEW-YORK—TUESDAY, JULY 3, 1900.

ARRIVED.

Steamer Marquette (Br), Gates, London June 21, with mdse and 68 cabin passengers to the Atlantic Transport Company. Arrived at the Bar at 12:35 a m.

Steamer Nubia (Ger), Riorden, Stettin June 13 and