# New-York Tribune.

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## EXPLOSION TIES UP CARS

### *THREE HUNDRED BLOCKADED FOR FOUR HOURS.*

BURNING GAS IGNITES FEED WIRES NEAR PRODUCE EXCHANGE, AND POWER IS LOST.

An explosion of gas about 3 p. m. yesterday in the trolley trench of the Metropolitan Street Railway Company's line in lower Broadway, in front of the Produce Exchange Building, damaged the feed wires running out of the Front-st. power house and supplying power to all the electric lines in the lower part of Manhattan, and caused a suspension of streetcar service for the greater part of last night.

The explosion caused an immediate stalling of all cars on the Broadway lines below Houston-st., on the Sixth and Eighth ave. lines below Canal-st., and the Third, Madison and Second ave. lines below the junction of Third and Fourth aves. at Cooper Union. For hours not a car moved below the points named. No transportation service could be given, because there was no way of moving the stalled cars that the horsecars might be used. Employes said that no less than three hundred cars stood stalled in the lower end of the city for over four hours.

About 7 o'clock, by using a cut off switch, power was turned into Broadway from the Houston-st. power house, and Broadway cars ran down to Franklin-st. At the same time power was switched into the Third-ave. tracks from the power house in Ninety-sixth-st., and cars on that line were run as far south as Duane-st. Up to an early hour this morning there had been no change on other lines, and Canal-st. and Cooper Union were the lower termini of the cars.

Chief Engineer Frank Pierson of the Metropolitan Street Railway Company's power house at No. 15 Front-st. said last evening that it would be impossible to repair the damage done by the explosion in time to have the cars running before 3 or 4 o'clock this morning. He said he was trying to have the service in running order by that time if possible, in order to accommodate the early morning downtown business crowd, but he would not say positively that service would be resumed by that time.

SHEET OF FLAME LEAPS OUT.

The cause of the explosion is something of a mystery. On one side of the scene of the accident is the old Produce Exchange building; on the other is the new Custom House in course of erection. Workmen about the latter said that all day there was a terribly strong smell of escaping gas. The explosion was in Whitehall-st., about half way between Beaver and Stone sts. About 3 o'clock there was a tremendous explosion. The cover of a manhole at Beaver-st. was blown high into the air, and dirt and filth scattered every way. A sheet of flame belched up for twenty feet. Following the first explosion there came a series of others less loud in detonation and sending up spurts of flame all along the trolley trench between Beaver and Stone sts.

The break in the gas main let the gas pour out and it continued to burn. The fire company in Stone-st., near by, was called, but after inspecting the scene the firemen said that an employe of the gas company would have to be sent for to turn off the gas. This was done, but not until the flames had melted the lead casing about the five big feed wires that run through the trench, letting them come in contact with each other and becoming fused, this term signifying the burning out of the fuse in the power house the instant the feed wires touched. In three places the wires were fused. Near Beaver-st. the five wires and the lead casing were melted together in a solid mass. About the middle of the block was another fuse, and still another at Stone-st. One of these feed wires supplies power to the Sixth and Eighth ave. lines up to Canal-st., another to the Broadway lines to Houston-st., a third to the Madison and Second ave. lines to Cooper Union, and a fourth to the Third-ave. line to the same point. The fifth is an auxiliary feed wire to be used in case one is burned out. It was valueless last night.

At Bowling Green and Whitehall-st. a switchman is stationed. All day this man said he smelled escaping gas. A northbound car going up Whitehall-st. sent out a spark from the channel rail in the trolley trench, thus igniting the gas that filled the trench.

The explosion was felt for some distance, and, despite the Thanksgiving holiday, a big crowd soon collected. A southbound Broadway car was but a few feet away from the scene of the explosion. Although the power was instantly deadened, the momentum of the car carried it over the flames that shot up through the trolley slot. There was no one in the car.

Mr. Pierson at once put a force of fifty men at work to repair the damage. The wires were cut at Beaver-st. and again at Stone-st., the burned and damaged pieces being drawn out. New wires were inserted and spliced to the old ones, but it was a long and tedious job. At ten o'clock there was still half of the old wires remaining in the trench.

DOWNTOWN PASSENGERS SUFFER.

Those who suffered most from the blockade were those uptown who wanted to come down to the Brooklyn Bridge terminal, the ferries and the lower part of the city. They boarded streetcars uptown ignorant of the condition of the service at the lower end of the lines, paid their fares, and were hauled as far as the power would pull the cars and then told the car would go no further.

Passengers on the Broadway line were carried to Houston-st., where "All out!" was the order. They were then told to "Take the car ahead!" This car took them down Broadway to Franklin-st., where the conductors, after the lights were out in the cars, would swing back the door and call out:

"All out! This car goes no further!"

There was no explanation coming as to why the car went no further, and questioners got little satisfaction.

A man got on a Columbus-ave. car at Sixty-fifth-st., knowing there was a blockade down the line.

"I want to go to South Ferry," he said to conductor No. 510 on car No. 229.

The conductor looked the man over, and then said:

"I don't know if I can take you down there; the road is blocked at the lower end."

But he took the man's nickel nevertheless, and went on through the car collecting and ringing up fares, and saying nothing.

"Why don't you tell the passengers there's a block on the road and you can't take them down to South Ferry?" asked the man of the conductor. There was no reply.

The same man boarded a southbound Amsterdam-ave. car, No. 1,822, at Sixty-third-st.

"I want to go to South Ferry," said he.

"I don't know whether you can or not," replied the conductor, No. 2,240, "there's something the matter down there."

But he took the nickel and rang up fares from all the passengers in the car. He would make no reply when asked why he did not tell the passengers about the blockade before taking their fares. On the other lines blocked downtown the same condition prevailed, it was charged, and no explanation was made that passengers could not be carried clear down when fares were collected.

## ENGLISH RAILWAYS.

LACK OF FUNDS FOR EFFECTING CHANGE OF MOTIVE POWER.

CAPTAIN MAHAN'S ARTICLE ON BRITISH ARMY AND BOER WAR—SIR HENRY CAMPBELL-BANNERMAN'S CAMPAIGN.

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[BY CABLE TO THE TRIBUNE.]

London, Nov. 29, 1 a. m.—An expert who has been studying the railway statistics of the United Kingdom has stated that honesty in the management, while the best policy in the long run, is an obstacle to greatly needed schemes of reorganization. The construction and equipment of the lines have always been conducted in the most substantial way, and the capital required for enlarged operations has been provided in hard cash. The railways have not been bankrupted or reorganized or the valuation of property scaled down, while the managers have continued to pay dividends steadily on the increased capitalization. The time is now approaching when a change of motive power from steam to electricity must be faced, and this will involve an enormous addition to the working capital, and the managers will be at their wits' end to find ways and means for maintaining dividends on the entire stock.

The railway directors confess that, while they are intensely interested in the results of the Berlin experiments for securing high electric speeds, they are unable to perceive how the capital can be supplied for the costly scheme of substituting one motive power for another without a general combination of the lines of the United Kingdom, and this they consider an impossible problem, on account of the excessive capitalization.

Captain A. T. Mahan has a very interesting article in the December "National Review" on the South African war and British prestige. Upon the whole, he sees abundant room for criticism in detail, but does not find in the British military record any cause to warrant the loss of prestige. The British army is today a vastly more useful instrument than it would have been two years ago, and this gain will last for at least a decade as a matter of international calculation, just as the disbanded but tempered forces of the United States remained after the Civil War. Captain Mahan points out that the Boers have much in common with the North American Indians as combatants, and that the British army has been engaged since the fall of Pretoria in a task analagous to that in which the United States Army during the last century had a large experience with—the development of power, both local and general. Captain Mahan believes the war has strengthened materially the British Empire, and furthered the imperial idea. The loss of prestige, he says in conclusion, will come when the nation loses heart.

President Roosevelt's article in the December number of "The New Liberal Review" on "The Virtues of Citizenship" is favorably commented upon. Surveying contemporary public life President Roosevelt discovers three points in regard to which citizens require instruction. They must have honesty, courage and common sense. The citizen fails in his duty, according to the Presidential ideal, if seeing the evil he merely turns out of its path. By conquest of the evil the purpose of the evil is revealed.

"The Morning Post" says that British citizens will derive from the President's talk encouragement and inspiration for the work of the next few years. It will help to bring his personality nearer to the great Republic which he serves by ruling and to citizens of the empire of the same race and speech to whom by virtue of its channel of publication his message is primarily addressed.

Harry De Windt, writing from the Royal Geographical Society, has addressed to "The Globe" a letter on the proposed railway from Paris to New-York. He points out that the project is not a new one. The Russian authorities have been considering it for more than a year past and he himself is proceeding next month with the expedition from Paris to New-York by land to ascertain whether the plan is a feasible one. He says the crossing of Behring Strait presents no greater difficulties than the tunnelling of the Straits of Dover.

Sir Henry Campbell-Bannerman's energy in making a prolonged political campaign is attributed by the Unionist press to a desire to keep Lord Rosebery down, and forestall a bid for leadership. His engagements were made weeks before Lord Rosebery accepted an invitation to come out of the furrow, and jealousy is not a foible of the Scotch leader. Sir Henry Campbell-Bannerman, having succeeded in disciplining Mr. Asquith at the Reform Club meeting, is clearly bent upon leading as long as he is in command. I. N. F.

### *CHICAGO SEES A COMET.*

HAD HEAD AND TAIL AND WAS VISIBLE FOR OVER AN HOUR.

Chicago, Nov. 28.—A comet was visible here in the southern sky this evening. Its position, as viewed from the Auditorium tower, in which the United States Weather Bureau is situated, was about 10 degrees southeast from the zenith. It was difficult to judge of its length, for the reason that it was pointed directly upward, and was apparently going from the earth, but Professor Cox, in charge of the bureau, said that, in his judgment, it was about two degrees long. He said:

I am not an astronomer, but I feel very positive that it was a comet. It was plainly visible at 5:30 o'clock, and we could see it at 7 o'clock, when it became invisible on account of the increasing haze. All the men in the office here saw it. It could not have been a meteor, for it remained practically in the same position during the entire time it was visible, and no meteor would have done that. Its apparent immovability shows, too, that it was at a great distance from the earth. There was a head, which was plainly visible to the naked eye, and still more apparent when seen through a glass. There was also a well defined tail.

The comet was seen by many people in the streets as well as by the officials at the Weather Bureau.

### *FLOURISHER OF PISTOL WANTED HUGS.*

WOMEN COMING FROM KNICKERBOCKER THEATRE FLEE FROM DRUNKEN MAN.

The women coming out of the Knickerbocker Theatre late yesterday afternoon were frightened by a man who flourished a revolver and tried to hug women who came within his reach. Many of the women hurriedly boarded cars or ran with their escorts, and some excitedly jumped into cabs. The man was drunk, and in a few minutes was in the West Thirtieth-st. police station. He said he was George Kavanagh, a clerk, of No. 110 William-st., Brooklyn.

### *WEDDING PARTY OF FORTY DROWNED.*

Honolulu, Nov. 20, via Victoria, B. C., Nov. 28.—News comes from Tonga that a schooner carrying a wedding party of forty persons, men, women and children, was wrecked and all were drowned. The schooner had taken the party to Helafu and had started back to Haabai, but never reached its destination. A hatch was picked up later.


No man drinks the best ale who doesn't drink Frank Jones' Portsmouth Ale—45 years the best. Trade supplied by Rock & Harris, 82 Cortlandt St., New-York City.—Advt.

MEN WHO SPENT A NIGHT UNDER WATER IN THE SUBMARINE BOAT FULTON.
JOHN WILSON, mate; FRANK T. CABLE, captain; H. H. MORRELL, electrician; LIEUTENANT MACARTHUR, standing.
JOHN SAUNDERS, engineer, and CHARLES BERGH, boatswain, seated.

### *MICE TO DETERMINE GAS.*

THEY NOW FORM PART OF EQUIPMENT OF THE SUBMARINE BOAT FULTON.

Frank T. Cable, superintendent of the Holland Torpedo Boat Company's plant at New-Suffolk, Long Island, and captain of the submarine boat Fulton, believes that he has found a way to solve the problem of protecting the occupants of a submarine boat from the danger of asphyxiation while under water. The most serious objection to the use of submarine boats is the danger of suffocation from the fumes generated by the gasolene engine used to propel the boat on the surface and to furnish power for the dynamo which produces the electricity stored for lighting and for submarine propulsion.

While no serious results have so far followed the presence of the gas in the Holland boats, it is always feared, mainly because its presence cannot be detected by any means at the command of Captain Cable and his men. A Washington scientist has said that the gas is either carbon dioxide or carbon monoxide. It is necessary to know which, in order to provide means of counteracting it. It is figured that mice feel the effect of these gases, which are odorless and tasteless, twenty times more quickly than men.

Captain Cable suggested that mice be introduced into the Fulton. He was told that if a mouse were to inhale either of the gases an examination of the corpuscles of its blood would furnish the desired information. The absence of food of any kind for mice, excepting small quantities of oil kept in patent cans, has made rodents unknown on submarine boats. Accordingly, Captain Cable has secured half a dozen white mice, each in a little cage, and they now form part of the equipment of the Fulton.

THE CREW OF THE FULTON.

The accompanying cut, made from a photograph taken shortly after they had emerged from the submarine torpedo boat Fulton, in which they had spent fifteen hours under water in Peconic Bay, shows the crew of the boat, with Lieutenant Arthur MacArthur, who is to command the Adder when she is completed. John Wilson, the mate of the boat; Captain Cable, H. H. Morrell, the electrician, and Lieutenant MacArthur stand on the deck of the little boat. Seated on the conning tower are John Saunders, the engineer, and Charles Bergh, the boatswain. It was the latter who jumped into the bay and caught a drifting torpedo dummy, preventing the destruction of a stranded sloop, last Sunday.

All of the crew, excepting Saunders, were in the crew of the submarine boat Holland, now in the the United States Navy. They perfected her and took her to Washington, and were in charge until a crew from the navy became competent to handle the boat.

### *GRANOTTI SAID TO BE IN CHICAGO.*

ACCOMPLICE OF BRESCI, SENTENCED TO LIFE IMPRISONMENT, NOT YET CAUGHT.

Rome, Nov. 28.—The newspaper "Fanfulla" credits Signor Giolitti, Minister of the Interior, with the statement that Louis Granotti is now in Chicago, where he is being shadowed by the police.

According to a dispatch to The Associated Press from Milan on November 25, Louis Granotti, an accomplice of Bresci, the assassin of King Humbert, was that day sentenced to life imprisonment. The dispatch also said that Granotti had not yet been captured.

### *TRANSPORT WRIGHT WRECKED.*

STRIKES A ROCK AT ENTRANCE TO SAN JACINTO HARBOR—ONCE HOSPITAL SHIP.

Manila, Nov. 28.—The United States transport Wright has been wrecked in the Strait of Darien. She will probably turn out to be a total loss.

The Wright struck on an uncharted rock at the entrance of San Jacinto Harbor, and sank in fifteen feet of water. To raise her will require wrecking machinery, which is not available here.

The United States transport Wright, formerly the Aid, was originally a fruiter, and was presented to the government by some patriotic women of Boston when the Spanish war broke out, to be used as a hospital ship. Later she was fitted out as a dispatch boat and was sent to Cuba to be used by General Wood. More recently she was sent to the Philippine Islands as a dispatch boat and store ship. She had a fine refrigerating plant and a refrigerated storeroom, which made her of great value in the islands. The Wright was first called the Bay State. This was before she was transformed into a hospital ship.

### *FATAL RUNAWAY ACCIDENT.*

Christopher Merz, a mason and builder, forty-one years old, of No. 181 Schenck-ave., Brooklyn, was instantly killed yesterday afternoon by the overturning of his buggy. His daughter and a young male friend, who were driving with Mr. Merz, were thrown out at the same time, but neither was injured.

After dinner Mr. Merz hitched up the family horse and took his daughter Mary and Charles Drelling, of No. 577 Liberty-ave., for a ride. They were returning about 5 o'clock, and Mr. Merz was driving along Hendrix-ave., near Wortman-ave. At this point the street has been paved at the established grade, which is some distance above the surrounding country. Frightened by a paper blowing across its path, the horse started to run and threw the carriage over the embankment. Mr. Merz struck on his head and his neck was broken. The daughter and the young man were thrown out, but were uninjured, except for a few bruises.

An ambulance surgeon was called from St. Mary's Hospital. He said that Mr. Merz's death had been instantaneous. The others did not need treatment.

## COLON MAY SURRENDER.

### *EXPECTATION THAT IT WILL OCCUR TO-DAY.*

CONSERVATIVE GENERALS AND LIBERAL REPRESENTATIVE CONFER WITH FOREIGN OFFICERS.

Colon, Colombia, Nov. 28.—Generals Alban and Jeffries arrived here to-day and were received at the railroad station by the guards of the United States gunboat Machias and the British second class cruiser Tribune. The government commanders were thought to have come here to arrange terms for discontinuing the struggle.

They went into conference on board the United States gunboat Marietta, in the harbor, with the commanding officers of the Marietta, of the British cruiser Tribune and of the French cruiser Suchet, and Lieutenant Commander McCrea, of the Machias, and Captain Perry, of the Iowa, were also present, as were Generals Alban and Jeffries, representing the government of Colombia, and Señor de la Rosa, secretary of General Domingo Diaz, who represented the Liberal party of Colombia.

No information as to the result of this conference has been made public, and none of the details of the understanding arrived at have leaked out. It can be said upon the best authority, however, that the Liberals will surrender Colon to-morrow to the government authorities.

United States marines guard Colon to-night. Many untrustworthy statements concerning the terms of surrender are current on shore, but the only men informed in this regard refuse to answer questions. Colon is quiet, but much anxiety prevails.

The railroad telegraph line to Panama, which was cut yesterday evening, has been restored. It is reported that the government troops are driving the Liberals toward Colon.

The Colombian gunboat General Pinzon has anchored on the other side of Colon Harbor. She is reported to be landing troops at Kenney's Bluff.

The government forces, three hundred strong, under General Alban, on reappearing at Buena Vista yesterday afternoon opened fire on the Liberal forces under Colonel Barrera. The latter were not intrenched, but, having the choice of ground, occupied the top of a small hill at Buena Vista. The fighting, which was of the most savage nature, lasted until 5:30 p. m. without stopping, when the government forces, owing to the great loss they had sustained, were compelled to give way, and retreated toward Frijoles. Over a hundred men were killed or wounded, the bodies lying all along the railroad track. A train on reaching Buena Vista was unable to pass, owing to a pile of corpses blocking its passage. About twenty wounded men were taken to Panama on the evening train. The Liberal loss was again insignificant. It is said to be less than a dozen men.

The Liberals at Colon were jubilant, owing to the fact that General Alban's forward march had been stopped, coupled with reasonable hopes that General Domingo Diaz, with the reinforcements of Liberals from Chorrera, would soon arrive on the scene of action and attack General Alban in the rear. This had changed the aspect of affairs at Panama. Reinforcements of government troops in small batches have been joining General Alban continually.

The leading merchants of Colon called on the United States and British consuls yesterday to ascertain what steps were to be taken to protect the town from possible violence should the state of affairs become more critical. They were assured that marines from the warships would, in case of necessity, be landed to protect life and property.

REPORTS FROM AMERICAN OFFICERS.

CAPTAIN PERRY'S CONDUCT APPROVED BY THE NAVY DEPARTMENT.

Washington, Nov. 28.—Secretary Long to-day received the following cable dispatch from Captain Perry, commanding the United States forces on the isthmus:

Panama, November 28.

Parties fought yesterday near Buena Vista. Stopped firing while passenger trains passed. Decisive engagement expected to-day about same place. PERRY.

A cable dispatch received at the State Department from Consul General Gudger, dated Panama, to-day, says:

"Colombians fighting along the railroad."

Naval officers here are disconcerted at the ill feeling exhibited toward Captain Perry at Panama because he will not allow the railroad to be used for the transportation of armed troops. After a careful examination of the precedents and the treaty under which the United States is responsible for the safety of traffic across the isthmus, they declare that Captain Perry had no alternative. Had he allowed the Colombian Government forces to use the road on the Panama end as they desired, he must of necessity have given the same right to the Liberals, who hold the Colon end of the line. The result would inevitably have been conflicts at the divisional line, which would prevent the free transit that Captain Perry is there to maintain. Therefore his attitude is held by the Navy Department to be entirely correct. However, the fact is recognized that the situation is dangerous from an international point of view, and it is hoped that the pressure will be speedily relieved by the transfer of active military operations to some other field not near the Panama Railway.


It at once relieves Whooping Cough—LAYNE'S EXPECTORANT.—Advt.


## OIL DRAINED TO ESCAPE FIRE.

### *STANDARD DEPOT THREATENED BY BLAZE WHICH BURNS LUMBER YARDS AND SEVEN-STORY BUILDING.*

GAS TANK IN DANGER FROM STREAM OF BURNING OIL.

Three fires, two of magnitude, gave the firemen stubborn fights yesterday. A seven story building in Uptegrove & Bros.' lumber yard, in East Tenth-st., was destroyed. In order to save several thousand gallons of oil from being ignited in the Standard Oil depot near by, the liquid was drained into the East River.

A watchman was burned to death in a fire which destroyed the plant of the National Enamelling and Stamping Company in Brooklyn.

Three men fell through a skylight at a fire in the hay and grain warehouse of Rickson & Collins, in Harrison-st.

### DAMAGE NEARLY A MILLION—OTHER YARDS AFIRE.

Seldom have New-York firemen had to contend with such a quick, fierce and dangerous fire than they fought last night, when damage was done to lumber yards to the extent of nearly $1,000,000 in East Tenth-st., between Avenue D and the East River. William E. Uptegrove & Bros., manufacturers of boxes, veneers and woodwork, whose plant extends from No. 465 to No. 475 East Tenth-st., were the principal sufferers. One of the firm's buildings, that at No. 465, was a seven story structure, while those surrounding it were one story high. All of Uptegrove & Bros'. mill was destroyed. From the Standard Oil Company's depot, at No. 820 East Eleventh-st., thousands of gallons of oil were drained into the East River, to prevent a great explosion and resulting conflagaration. Several firemen were hurt in their work of fighting the fire, but none seriously.

IRON SHUTTERS CURL LIKE PAPER.

It was at 5:50 o'clock when the fire was discovered. From some unknown cause it had started in one of the low buildings. With incredible swiftness the fire spread to the other buildings, and mounted from floor to floor of the seven story building. Everywhere about the buildings, within them and even on the low roofs, were great quantities of kiln dried wood that burned like tinder. The iron shutters on the seven story building curled up like tissue paper, and revealed the furnace within.

As soon as the firemen arrived they sent in a second and then a third and fourth alarms. These brought twenty engines, seven hook and ladder companies, three fireboats, a water tower and a searchlight engine to the scene. Fire Chief Croker arrived and took personal charge of the operations.

Much of the work of the firemen was directed to prevent the spread of the fire to surrounding lumber yards. It was successful. The New-York Lumber Company, whose plant is a little east of where the fire held sway, suffered but a slight loss, although in its yards there were stored thousands of feet of lumber. On the Eleventh-st. side of the block, back of Uptegrove Bros'., are the lumber yards of George Hegemeyer & Sons. Here there are piled eighteen million feet of lumber. The Mahogany Lumber Company, which is also in East Eleventh-st., sustained slight damage.

OIL DRAINED INTO RIVER.

At No. 820 East Eleventh-st. is a depot of the Standard Oil Company, where, at the time of the fire, were stored one hundred and fifty gallons of benzine and seven thousand gallons of kerosene. The oil was in tanks, from which it had been pumped from vessels docked at Eleventh-st. Valves were opened, and all the oil allowed to run into the river.

At 7:30 o'clock the walls of the seven story building of Uptegrove & Bros. fell with a great crash, sending an enormous cloud of sparks and firebrands into the air. The falling walls crushed and buried the stable of the Standard Oil Company in the rear of the depot. The horses which the stable had contained, had been removed. When the walls fell Engine No. 19, which was standing in a yard near the oil company's stable, had a narrow escape, the engine and men being struck by the falling bricks.

Another concern whose property was in danger was that of the Cedar Lumber Company at No. 816 East Eleventh-st. On the second floor of the building which the company occupies live Paul Neuman and his family. He is employed by the company. The property was not touched by the flames.

FIREMEN SLIGHTLY INJURED.

There were numerous minor casualties, and Dr. Ramsdell of Bellevue Hospital, who remained at the fire with his ambulance, attended to the injured. Fireman Michael Burns was injured about the arms; Captain Lucas, of Engine No. 9, and Captain Garvin of Engine No. 20 were overcome by smoke. While Lieutenant Hyde of the fireboat David A. Boody was at work on the roof of a building on Eleventh-st. he yelled for help. The men of Hook and Ladder No. 3 rescued him and he was soon revived by Dr. Ramsdell. Robert Miller of Hook and Ladder Company No. 9 was scorched about the face and hands and was taken to Bellevue. Lieutenant O'Rourke of the fireboat David A. Boody was also taken to the hospital, although he protested against going. While at work on top of a lumber pile a nozzle slipped from his hands and struck him several times in the face, inflicting ugly gashes.

OIL CALMS TROUBLED WATERS.

The fire was a spectacle for miles around, being visible even at Coney Island. In Brooklyn the westward heavens gave one the impression that all Manhattan was burning up. The river reflected the lurid glare, and all about was as light as day. When the oil was poured into the river a curious effect was apparent. The stiff wind that was blowing had turned the East River into a choppy sea, but as the oil diffused itself over the surface the water became as smooth as glass.

The police reserves of several precincts preserved lines about the fire, and kept the great crowd that came from all over the lower East Side within bounds.

Father Smith and Chaplain Walkley, the Fire Department chaplains, not only did their usual duty, but looked after the substantial needs of the firemen as well by getting huge tanks of coffee prepared. The night was cold and the half-frozen firemen drank the coffee eagerly.

GASWORKS THREATENED.

At 9:30 o'clock the fire spread to the works of the Mutual Gas Company, on the uptown side of Eleventh-st., and the conflagration assumed a more threatening aspect than ever. The large gas tank or holder, which contained 5,000,000 cubic feet of gas, and a smaller holder containing naphtha, were threatened.

Eleventh-st. was half flooded with the water, and on the top of the water was a layer of oil from the Standard company's depot. Not all the oil had been dumped into the river, it was learned, for there were still several thousands of gallons in the cellar of the building. A fireman who was tearing to pieces the still burning debris of one of the buildings dropped into the water a window sash that was still burning. In an instant there was a flash, and with lightning-like rapidity the fire shot toward the property of the gas company.

Before measures could be taken to quench the flames the carpenter shop, paint shop, boiler house, coal house and stables of the Mutual Gas Company were afire. They were destroyed. The fire, like a hunted animal, then turned back across the street again, and the immense store of lumber owned by Hegemeyer & Sons was ignited. It comprised some eighteen million feet of valuable woods. The lumber yards of J. M. Saulpaugh were also reached by the flames and great damage done.

The crowds, numbering way up in the thousands, were driven back as far as Avenue B by the police reserves.

Fire Chief Croker estimated at a late hour that the total damage would reach near to $1,000,000. He thought that the loss to J. M. Saulpaugh would be $125,000, to William E. Uptegrove & Bros., $350,000; to the Mutual Gas Company, $100,000; to G. M. Hegemeyer, $150,000, and to the Standard Oil Company, $75,000.

While the second outbreak of the fire was at its worst, Fire Chief Croker feared for the safety of the fireboats Seth Low and David A. Boody. Should the burning oil reach them he knew they would be enveloped in flame. For this reason he ordered the boats to cut loose and move out into the stream. They did so. The two boats lost two thousand feet of hose, which was burned and charred as it lay in the street. The chief pronounced the fire the fiercest one he had ever fought.

About midnight Chief Croker said the fire was under control, although the piles of hard wood in the yards of Hegemeyer & Sons were still burning.

### *DEATH AT A BROOKLYN FIRE.*

WATCHMAN LOSES HIS LIFE IN THE DESTRUCTION OF ENAMELLING WORKS.

George Koch, a watchman, was burned to death at an early hour yesterday morning in a blaze which destroyed the plant of the National Enamelling and Stamping Company, which occupied nearly a block in the Eastern District of Brooklyn. The loss is placed approximately at $500,000.

The enamelling plant consisted of twenty-two brick buildings, from one to four stories in height, built on the block bounded by North First-st., Metropolitan-ave., Bedford-ave. and Driggs-ave. Only two other buildings were on the block, the Sixtieth Precinct police station, at the southwest corner of Bedford and Driggs-aves., and the hall of the Exempt Firemen's Association, which is next door to the station. So fierce were the flames that the firemen had all they could do to save these buildings.

Patrolman Knoblock was on his way to the station at 2 a. m., when he saw flames breaking out of the one story building used by the company's shipping department. Before the Fire Department reached the scene the flames had broken out of bounds and had already attacked several of the other buildings. In twenty minutes the entire plant was in flames.

People in the tenement houses in Driggs-ave., opposite the fire, became panicstricken and hurriedly carried their small belongings to a place of safety. The flames were, however, prevented from spreading in that direction. Fourteen prisoners in the station were removed in patrol wagons to the Herbert-st. station. Sixteen truck horses which were stabled in the middle of the block were burned, as it was impossible to save them.

Gradually the walls fell, and at 5 o'clock the entire factory was nothing but a heap of smoking ruins. The chemicals used in the enamelling process furnished ready fuel for the flames and made a blaze which has not been equalled in Brooklyn in some time. The fierce heat melted the tons of tin used in the factory, and for many hours the interior of the ruins glowed like the crater of a huge volcano. The body of the watchman was found near the Metropolitan-ave. entrance at 10 o'clock.

Eight hundred men who were employed in the factory have been thrown out of work. In addition to the real loss, the company will lose heavily in the way of orders, for it had been rushed for several weeks and had been taking on new hands.

### *WIND HINDERS FIREFIGHTERS.*

FILLS STREETS WITH SMOKE AND DELAYS ENGINES—THREE FIREMEN FALL THROUGH SKYLIGHT.

The strong west wind yesterday afternoon caused the firemen a good deal of trouble at a fire in the hay and grain warehouse of Rickson & Collins, at No. 52 to 56 Harrison-st. Great quantities of smoke arose from the burning feed, and the wind carried it through the streets in such dense clouds that the engines had much difficulty in reaching the building. When the firemen got to work they found that they had to operate their lines of hose from a wooden awning over the sidewalk in front of the building and from the fire escapes. In groping their way over the awning through the smoke three firemen, Martin Renck, Martin Williams and Charles French, fell through a skylight and were badly cut by glass. Frank Phillips, an onlooker, who went to the help of Williams, was also cut by the glass.

The fire broke out on the first floor of the building, and was discovered by Thomas di Carlo, an employe of the firm. Di Carlo warned the other men working in the building, and then turned in an alarm. The firemen turned in a second alarm when they arrived, and Chief Croker afterward sent in a third alarm. Mr. Rickson said that the loss to the firm would probably amount to about $60,000 or $70,000, fully covered by insurance. The damage to the building, which is owned by the Morton Trust Company, the McGraw estate and Mrs. Francis Woodbury, was estimated at about $15,000. Both Mr. Rickerson and his foreman said that no smoking was allowed in the building, and they were at a loss to account for the starting of the fire.

### *FIRE IN TEXAN OIL FIELD.*

ALL HANDS TURN OUT AND SAVE BEAUMONT WORKS JUST IN TIME.

Beaumont, Tex., Nov. 28.—The most dangerous fire since the discovery of the oil field here occurred late yesterday, and for a time it was thought the field was doomed to destruction. Plumbers working on pipes built a small fire several hundred feet northeast of the Exporter Land and Pipe Company's mill, on the northeast side of the field, for the purpose of making connections. The fire spread in the oil soaked grass and soon got beyond control, threatening the great forest of derricks of the Hogg-Swayne Syndicate. Every fire on the field was extinguished in the boilers, every rig was shut down, and the population of the field turned out to fight the flames. Fortunately, and almost miraculously, the men succeeded in staying the flames within twenty feet of the nearest derrick, and finally extinguished them.


Special train returning from Army-Navy football game, Philadelphia, via Penna. R. R., Saturday Nov. 30th, leaving Philadelphia, Broad St. Station, at 5:58 p. m., arrive New-York 8:08 p. m., stopping at Newark. Pullman parlor cars, dining car and coaches.—Advt.