



BIG PIER BURNS; DAMAGE, \$500,000.

Freighter Damaged, Eight Barges, Destroyed and the Harvard Has Narrow Escape.

QUICK WORK OF FLAMES

In Spectacular Blaze of One Hour Superstructure of Pier and Tons of Freight Are Destroyed.

In the most spectacular blaze witnessed in this port since the Hoboken fire on June 30, 1909, the superstructure of Pier 14, North River, was destroyed; the freighter H. F. Dimock was crippled, her deck works were burned away and her sides cleared of paint; the passenger steamer Harvard was scorched, and eight lighters or coal barges were destroyed, with their freight, early yesterday afternoon.

One short hour was sufficient to cause this damage, which Chief Croker estimated to be \$500,000. The rapid spread of the fire was overwhelming, and only the most determined work on the part of the firemen prevented the spread of the flames, which were fanned by a strong southwest wind.

So far as known no human lives were lost, but there were many narrow escapes among the crews of the barges which were tied up in the basin between piers 14 and 15. Two horses were burned to death on Pier 14, and a New York company taxicab, bearing license tag No. 67,084, was destroyed when the chauffeur fled for his life.

Ten thousand persons congregated along West street and in Fulton, DeWitt and Vesey streets, while thousands of others saw the blaze from the windows and roofs of skyscrapers all through the downtown section.

Four Alarms Sent Out.

It was just 12:40 p. m. when the crowd were thickest on the rush home ward at the close of the business day, that the first alarm was sounded for the blaze. Two more alarms were sent out in quick succession, and then a fourth. These brought out all the fire apparatus below 14th street, including twenty-two engines, five fireboats and a little army of firemen. Deputy Chief Binns took charge, but Chief Croker was soon on the scene, and assumed command.

Merchants thousands kept pouring toward the scene, attracted by the thick smoke which rolled up from the flames. The rapidly with which the flames licked up everything in their way rendered the work of saving anything from destruction extremely difficult.

Within ten minutes from the time the blaze was first discovered in a crate of rattan furniture unloaded from the Harvard in the forenoon the streaks of fire were blazing high above the pier shed in West street, six hundred feet from where the fire started.

Captain Gallagher, of the Fulton street precinct, was out early with his men and the reserves from that station, but he had to call for help, and soon the reserves from precincts 1, 8, 6, 10, 12, 15 and 16, numbering 105 men, had stretched the fire lines and were keeping back the crowd trying to get as near as the intense heat would allow.

Inspector Daly and Charles W. Kirby, Second Deputy Commissioner of Police, as well as Fire Commissioner Waldo, were also early on the spot watching the work of the men under their direction.

Despite the efforts of the fire fighters the blaze was eating up everything in its pathway. Starting six hundred feet out on the pier, it went rushing along as if in a flue, and it was fed by piles of cotton and excelsior, furniture and mixed freights.

Escapes of the Harvard. Chief Engineer Moseley and the mate of the Harvard were at lunch, when they heard the rush of the men going up the dock. Thinking that a row had started, they ran outside and heard the cry of "Fire." Moseley ran to his engine, and as he reached there got the signal from the wheelhouse to "stand by." He gave the answering signal and got the order "Go ahead," and the steamer moved out, getting clear of the pier less than five minutes from the time the first cry was raised.

Two minutes more would have been sufficient to have given the blaze a headway on the vessel, but within three minutes eight streams on the Harvard were drenching everything around, and she escaped with some blistering of the paint on her starboard side, which was nearest the pier.

In the office Orlando H. Taylor, the general manager of the Metropolitan Steamship Line, which runs the Harvard and the Dumack, as well as other freight and passenger boats to Boston, was leaving the office to go to lunch on the Harvard. He had just set his watch by the marine clock in his office, so that he knows it was 12:20 p. m. when he heard the fire bells.

He called to those in the office that there was a fire near by. He then ran to the back of the office, where he had a clear sight of the pier, and saw the flames flying upward, fanned by the wind, which whistled through the structure. He immediately grabbed the papers on his desk, gave the alarm and ran.

Quick Work of Flames.

In the office downstairs William Huntington, the cashier, had \$3,500 out to pay off the men at work. He barely had time to throw the money into the safe and close it up before the flames were upon him. John Casey, a clerk in the office, ran to Miss Margaret Fitzgerald, the telephone operator, and then grabbed up some of the papers which he considered the most important, and got out just as the fire came up to the office portion of the structure.

When the firemen reached the scene they turned on the hose, but there is no high pressure at that point, which is between Vesey and Fulton streets, and the streams were not as strong as they

THE MOST SPECTACULAR WATERFRONT BLAZE IN YEARS, AS IT LOOKED AT ITS HEIGHT. FIREBOATS PUMPING TONS OF WATER INTO THE OLD RED STAR PIER.



DASHED TO DEATH IN DEEP RAILROAD CUT

Horse Carries Family of Three 90 Feet Down to Tracks—Woman Instantly Killed.

MAN AND BABY IN HOSPITAL

Both Thought To Be Fatally Injured—Accident Happens So Suddenly Escape from Wagon Is Impossible.

Mrs. Florence E. Voorhees was instantly killed, her two-year-old daughter, Florence, was fatally injured, and her husband, John J. Voorhees, Jr., was seriously hurt in Jersey City yesterday afternoon. They were riding in a runabout on the Boulevard when the horse shied at a automobile as they were crossing the bridge over the Pennsylvania Railroad.

Before Mr. V. could regain control of the animal, it dashed against the side rail of the bridge so violently that it carried away a portion of the rail and fell into the cut to the tracks, ninety feet below, carrying with it the wagon and its occupants.

Automobilists stopped to volunteer their services, and the wounded father and daughter were quickly conveyed to Christ Hospital. The surgeons there said the child was mortally injured, but expressed hope of saving the father. The body of Mrs. Voorhees was taken to an undertaker's establishment.

The Voorhees family has been prominent in Jersey City. The injured man's father is Finance Commissioner John J. Voorhees, the founder and head of the Voorhees Rubber Manufacturing Company, of which John J. Voorhees, Jr., was treasurer.

The horse was instantly killed, and the wagon smashed to fragments.

Mother's Body Saved Child. It is thought that Mrs. Voorhees' head hit a telegraph pole, as her skull was crushed and she was found close to the pole when help came. Her little girl was lying over her, and it is supposed that the mother seized the child in an instinctive effort to protect her as the carriage went off the bridge. Mr. Voorhees was hurled in a different direction. He was unconscious when picked up and it was reported that his back was broken, but this report was not confirmed.

The accident caused intense excitement and the bridge was quickly blocked with a crush of automobiles, carriages and pedestrians. Patrolmen Solihard and Dolan were the first to reach the scene on their bicycles, and word was telephoned to the Oakland avenue station. From there the reserves, headed by Captain Cody, came with a rush. The police summoned Dr. Adams, Dr. Russell and Dr. Putnam, all of whom live near the scene of the accident.

It was seen at once that Mrs. Voorhees was beyond help. An examination showed that her skull had been crushed and her neck broken.

Father and Child in Hospital. Mr. Voorhees had landed on a grass plot, which in some slight measure lessened the force of his fall. The little girl had probably been saved from instant death by falling on her mother.

County Physician Converse reached the scene soon after the accident happened and he had the body of Mrs. Voorhees taken to Leake's morgue in Soer Place. Mr. Voorhees and the child were hurried to Christ Hospital in an ambulance. At the hospital the doctors would not admit that Mr. Voorhees' back was broken, but they said he was suffering severely from shock. It would be impossible to tell for twenty-four hours, the doctors said, what the outcome of Mr. Voorhees' injuries would be. The baby's condition was also said to be critical.

Had No Chance to Escape. Mr. Voorhees was driving south on his way home when on the Boulevard bridge he met the big undertaker's automobile of William Necker. Mr. Voor-

CANNON COLLAPSES ON KANSAS PLATFORM

Overcome by the Heat, Is Unable to Finish Chautauqua Speech at Winfield.

CONTINUES HIS JOURNEY

"The Pocket Nerve" as an Indication of Prosperity—Defence of the Tariff—Independence of West.

Winfield, Kan., July 16.—Joseph G. Cannon, Speaker of the nation's House of Representatives, collapsed here this afternoon on the Chautauqua platform after speaking for an hour and three-quarters. Prompt aid prevented him from fainting, but he was unable to continue his speech, and with the greatest difficulty he begged the audience to excuse him. The intense heat affected him and brought on the sudden sinking spell.

Word was received here yesterday that on July 11 Charles S. Wiley, of Seattle, and his wife were drowned in British Columbia when a boat in which they were sailing capsized.

Mr. Wiley was born in Charleston, Ill., forty-eight years ago. He was graduated from Yale in 1885. In 1902 he went to Seattle, and for a while practiced law, but finally became a partner in the contracting firm of Lewis & Wiley. He was general manager of the "Title Trust Company of Seattle, president of the Farmers' Mutual Independent Telephone Company and president of the Rainier Development Company. He also was president of two banks. Mr. Wiley attended the celebration of the twenty-fifth anniversary of his class in June and was a speaker at the 35th banquet, Mrs. Wiley, whom Mr. Wiley married in 1886 and by whom he had a daughter and two sons, was the daughter of Grove P. Lawrence, Yale '55.

Unable to Continue Speaking. "I cannot talk longer," he almost gasped. "There are many more things I should like to have said, but I cannot. I am overcome with the heat." Friends rushed forward with a chair, an electric fan was turned on him, water and ice were procured and the platform was cleared of the curious. The audience remained intensely quiet.

Finally "Uncle Joe" arose, with a friend on either side, and said: "I am sorry I cannot continue, but I have been through three years of hard work and worry, and this intense heat has been more than I can stand. I thank you."

The speaker then sank back. A temperature of 105 degrees prevailed here today.

The physicians strongly urged Mr. Cannon to discontinue his speaking tour throughout the state, but he insisted that he was able to continue it and said that he intended to carry out his full program unless his health became worse. His decision to depart with Congressman Campbell for Arkansas City was reached after dinner and an automobile ride. When he left the city he

was accompanied by Congressman Philip Campbell and asserting he was "not a bit sick." Speaker Cannon left here tonight for Arkansas City. The speaker had recovered from his collapse and insisted upon making the trip. He made the trip in an automobile, returning to Winfield for the night.

During the greater part of his speech Mr. Cannon was noticeably affected by the heat. His voice became weak. He backed up against a table on the platform and half-seated, he continued to talk. His face assumed an unnatural white pallor. He reached back and took the ice from a pitcher, and placed it on his head. His head dropped to his chest.

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HANGS HIMSELF IN CELL

Man Had Just Been Arrested on Disorderly Conduct Charge.

CARS CRASH IN DARKNESS

One Injured in Collision Between Autos Near Babylon.

Babylon, Long Island, July 16.—There was a head-on collision between two automobiles on the South Country Road here late last night, and one person was injured. The automobiles that crashed belonged to Julien T. Davies and J. Stanley Foster. Mr. Davies' home is at West Islip, near Babylon, and Mr. Foster has his country home next to the Meadows, the home of his father, John Strong Foster, in this town.

It is said that the glare from the headlights of the automobiles blinded the drivers and was responsible for the collision. The cars were not going at a high rate of speed, and the only person in either automobile who was thrown out was Herbert Spencer, a guest of Mr. Davies. He escaped with a fractured elbow and a severe shaking up. He was attended by a physician and taken to the home of Mr. Davies. Mr. Spencer is a Custom House broker.

Two Wounded by Pellets of Lead from Unknown Source. Two men were masterfully shot about 6 o'clock last night while working on the roof of a building they were dismantling at No. 222 East 24th street. One of them was struck by six bullets, and the other by five. Twice the report of a shotgun was heard and each time a man fell.

The first man hit was Michael Cruz, of No. 187 Rivington street. He was one of twelve who were ripping the sheathing from the roof of the building. As he fell in a heap his comrades gathered about him, when the shotgun cracked again and Michael Toporkid, of the same address, fell shrieking with pain.

Panic filled the rest of the laborers, and they carried the wounded men downstairs to the street and around to the East 23d street station house. There they told Captain Burfield and Lieutenant Gilmartin that ever since they began work on the building, about a week ago, they have been annoyed almost continually by bricks which came hurtling through the air from some unknown source. The shooting yesterday was the climax of these strange attacks.

Men on Roof Shot Down. Two men were masterfully shot about 6 o'clock last night while working on the roof of a building they were dismantling at No. 222 East 24th street. One of them was struck by six bullets, and the other by five. Twice the report of a shotgun was heard and each time a man fell.

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OVER SCORE HURT IN MONOCAR WRECK

Crash Mars Opening of Pioneer Monoroad Between City Island and Bartow.

TOO MUCH HUMAN FREIGHT

Designer, Acting as Motorman, Among the Injured Persons—A Hundred Passengers Aboard.

While rushing along through the wooded road halfway between City Island and Bartow yesterday afternoon the first car ever used on the new monorail road between those two points tore away part of the superstructure and crashed over the roadbed, sending more than one hundred passengers flying from their seats and injuring more than a score of them.

The accident was said to be due to the fact that the car was so heavily loaded with its human freight that the light structure which held it in place overhead gave way under the strain when the car was rounding a curve.

One of the two steel rails above the car pulled loose, and lacking this support, the car turned over on its side to an angle of 45 degrees. Had it not been for the quickness and coolness of Howard Tunis, the designer of the car, who was acting as motorman, it is thought that the results might have been serious. Tunis, as soon as he felt the grinding and tearing of the superstructure, heeded the warning and instantly shut off power and applied his brakes. This brought the speeding car to a stop within a hundred feet and prevented what might have been fatal consequences.

Passengers in a Heap.

When the car had finally come to a stop it was turned so far over on its right side that the passengers, among whom were many women, found themselves lying in a heap on the side of the car. After the lull that followed the crashing and grinding of steel and wood there ensued the loud cries of the imprisoned men and women, all of whom were struggling frantically to get out. It was only when some passing fishermen from City Island happened along that the passengers were helped from the wrecked monorail car.

Among the injured who were treated by ambulance surgeons from the Fordham Hospital were:

- THE INJURED.
- BACH, T. M., of No. 181 Westchester avenue, treated for leg and contusions of body; Fordham Hospital.
- BROWN, Albert, of No. 256 East 125th street, two broken; Fordham Hospital.
- BURKE, Bernard A., and his brother, Harry, of No. 219 Lenox avenue, contusions about the face and body; went home.
- CHAS. H. BISHOPMAN, Kalamazoo, of No. 125 Fifth street, fractured shoulder blade; went home.
- GEARL, James, of Long Island City; contusions and abrasions about the body; Fordham Hospital.
- GLINING, Morris, of No. 505 Westchester avenue, Long Island City; contusions about the body; Fordham Hospital.
- HENLEY, H., of No. 1863 Baiting house, New York; contusions on face and body; Fordham Hospital.
- HUMPHREYS, John, of No. 1867 Baiting house, Long Island City; contusions and abrasions about the body; went home.
- JONES, G., of No. 227 5th street, Mount Vernon; contusions about the face and hands; went home.
- LEWIS, M., of No. 105 Westchester street, Westchester; laceration on chest; taking home.
- MARINGER, W., of No. 2266 Third avenue, contusions and abrasions about the body; taking home.
- MOSLEY, Mrs. J. S., of Camp 9, Orchard Beach, City Island; contusions about the body; went home.
- NELSON, H. H., of No. 359 West 18th street; contusions and abrasions about the body; went home.
- OCSONOR, Miss, of Camp 9, City Island; contusions about the face and hands; went home.
- PETERSON, Dr. A. P., of No. 524 Manhattan avenue, City Island; general injuries of chest; attended and went home.
- PUSOMAN, K., of No. 123 Brook avenue, The Bronx; contusions and abrasions; taking home.
- RUSSELL, W. H., of No. 16 McClellan place, Long Island City; little finger of left hand broken; taken home.
- TUNIS, Howard, of No. 118 broken, refused medical aid and went home.
- WERNER, W., of No. 228 Third avenue, contusions and abrasions about the body; went home.
- WOOLY, John, of No. 122 E 13th street, City Island; contusions and abrasions about the body; went home.

The people who live in City Island have been watching the work of construction along the road with great interest for the last few months, as it was promised that they would be carried at the rate of eighty miles an hour for a five-cent fare. The construction of the road is very simple and can be quickly installed.

Two Supporting Rails.

Although it is known as a monorail road, the new line is really a "triorail." In place of the usual two rails on the roadbed, the monorail has but one, placed in the center of the four-foot bed used. Supported on iron braces running up from and fastened to the ties, however, are two rails used to balance the car. At distances of every eight feet are iron braces a little higher than the car itself, which are fastened to the ties. Heavy timbers are stretched across these braces, and the two supporting rails are clamped to them. On the roof of the car are four iron wheels, two in front and two in the rear. These wheels fit into the rails, so that the weight of the car is supported by the single rail below, while the two upper rails steady it and give it balance.

The car itself is forty-seven feet in length, six feet wide and pointed at both ends, like a torpedo. The weight of the new invention is two tons, and it is equipped with six motors, weighing a thousand pounds each. The seats are placed along each side of the car, facing each other, with a narrow aisle running the length of the coach. The motorman's box is in the extreme front of the car and is inclosed. On the two sides of the coach are the doors, which are of the sliding variety.

Trip the First Public One.

Yesterday's trip was the first public one of the new line, and excitement was high as the time for it approached. When the train from New York arrived at the Bartow station fifty passengers piled out and made a rush for the monoroad. A. F. Atkins, superintendent of the road, was in charge of the loading of

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