NIGHT'S GLOWING PAGEANT

A MARINE DISPLAY SUCH AS THE CITY HAS NEVER SEEN BEFORE.

From Shore to Shore, Bay and Rivers Were a Fairy Land of Colored Light, in Which It Rained Red, White and Blue—Crowds at the Battery and on Riverside Drive Wild with Delight—Thousands Out Afloat and Ashore.

The day of Dewey celebration on the water ended in a roaring, popping, banging blaze of glory last night. Fireworks displays lit up the east side, the west side and all around the town. Not only did great boats loaded down with fireworks sweep down all the water-ways and circle about the lower Bay, but in the parks throughout the middle of the city the sky was painted red, white and blue and all the other shades of color known to the pyrotechnic art. The East River celebration was brought to an untimely but a tremendously effective close by the burning up of the two floats bearing the main supply of fireworks for the parade in that waterway. This happened off the foot of Fifty-ninth street, and the city for blocks and blocks around was as light as day for fifteen or twenty minutes, while the impromptu explosions and flashes of colored fire lit up the melodramatic work of three police tugs in rescuing the panic-stricken fireworks men on the floats. The only damage done by the accident was the entire destruction of one of the floats and the disappointment of people who waited to see a display between Fifty-ninth street and the Bridge.

The succession of little showers that came up as the fireworks exhibition at the Battery was being brought to a close did not interfere at all with its success, for the men who were handling the display promptly made up their minds that the best way to keep their powder from getting wet was to set it all off at once, and the result was such as to make the boys and girls from six to sixty, who witnessed it, erase from their minds all thought of all Fourth of July celebrations that they ever saw or ever hoped to see. The fireworks all over the city were witnessed by tremendous crowds. Not all of the people in the city were able to leave their homes and their affairs to see the daylight parade, but last night everybody, except the babies and the grandmothers who stayed home to take care of them, seemed to be out along the water-front, or in the parks, where the beautiful sights were to be seen. In a great many cases, moreover, the grandmothers and the babies came along.

The biggest crowds and the biggest displays of fireworks were off the Battery, on floats and on Governor's, Bedloe's and Ellis Islands. At 5:30 o'clock Inspector Harley had posted men along the Battery's sea wall from the Iron Steamboat pier around to the Barge Office, five feet apart. They were there none too soon, for long before 6 o'clock a crowd three deep lined the sea wall. It was still light then. The vessels in the harbor had not lighted their lanterns, and only the faint glow of a few electric lamps along the Jersey shore gave token of the illumination to come. But down in the Elevated station at South Ferry and Battery Place and from the terminuses of the surface roads that run to the southern end of the borough steady streams of people were pouring into the Park. While it was still light enough to distinguish the outlines of the tall buildings, human figures began to appear along the edges of the roofs of the Army building, the Standard Oil building, the Bowling Green building, Chesebrough building, and all the other skyscrapers that look out over the Battery Park. The Barge Office and the Dock Department's pier were crowded full. Col. Jones, the Superintendent of the Aquarium, made his employees and their families happy by providing seats for them on the roof of the Aquarium, which by its shape enabled those who sat upon it to watch both the rivers and the upper bay and the great crowd in the park at the same time.

During every moment of the time, from dusk until the last colored lights faded out and the steamers stole away from off the face of the waters, it was a wonderful sight that they saw. First, as the light faded, the big steamers came puffing down the North River, drifted across the bay from Governor's Island to Brooklyn and puffed back again. As it became darker the ship's lights began shining out of the darker spots against the Jersey, Staten Island and the Brooklyn shores. Out of the darkest part of the Jersey side, just off Ellis Island, without a moment's warning there sprang into sight the jewelled outline of a great coastwise steamship. Strings of electric lights ran from her bow to her masthead and thence to her stern, along her rails and cross-yards. The crowd that had gathered when this picture sprang out of the dusk was a mighty one and it sent up a mighty cheer that was taken up by the whistles of the tugs and steamers that were crossing and recrossing the bay, until the whole lower part of the city thus made known its approval of the big ship's decoration. Then another and another, all the way from Ellis Island to a point half way between Bedloe's Island and Governor's Island, displayed their outlines in the same way. Some of them were strung with red and white and blue lanterns. Some of them had no decorations above their main decks, but had ropes and ropes of incandescent lights glittering up and down their sides. These steamers were all of them excursion steamers which had people on board to view the fireworks, and which had followed the committee's suggestion of taking position in the Bay early and remaining there until it was time to go home, so that accidents might be avoided.

Meantime all the little lights, the red and green side lights, the fore and aft lights on the little tugs, and the big steamers, and the yachts, appeared in rapid succession and passed and re-passed one another and circled across the enraptured view of the people who lined the sea-wall and the roofs. The general tendency was to leave a space just off the Battery clear, and as the lights worked away to the southward they formed an unbroken glowing band from as far as one could see up the North River clear around to the place where the big searchlights on the Bridge were beginning to throw their beams up and down the choppy water-ways about Governor's Island.

Now and then a big sailing craft came dipping its way daintily among the steamers and the lights fell upon its great sails for a moment, so that it would appear as a phantom ship close inshore, and then when the light shifted, disappear as utterly as though it had never been. Slim, low yachts came gliding quietly in under the Dock Department pier, and drifted along the sea-wall back and forth in a long sinuous line. This display in itself was enough to occupy the keenest attention of those who could see it. There were some, indeed, who grew weary of the long wait they had undertaken in order to get good places, and who went home without seeing anything more than the display of lights on the vessels and on the buildings along the shore, perfectly satisfied and believing that they had seen enough to pay them for their trouble.

For the people who came late, and who piled up against Inspector Harvey's patient, good-natured bulwark of policemen, three and four and six and ten deep, the wait was a hard one, for many of them knew that they must wait for nearly two hours before seeing anything more than the hats of the people in front of them. The stream of people who came from the elevated roads and the surface roads increased steadily every moment, and long before 7 o'clock all of the asphalt paths were filled with people and they began to climb over park fences on to the grass plots, while the police looked the other way.

"Let them be as comfortable as we can," were Inspector Harley's orders, "for there is going to be a tremendous crowd here."

By 8:30 o'clock, at the time when it was understood that the display would probably begin, there was not visible three feet square of open space anywhere in the park. There were only a few spaces as large as that, for the greater part of the park was completely white with faces. They moved and twisted and changed some, as a great crowd changes in its restlessness, but there was no rushing or shoving in masses that amounted to anything. Now and then some group of very young men would feel called upon to create a slight demonstration but the police would dive into the crowd and admonish them, and they would be heard from no more. Now and then a girl would scream, but it was noticeable that the scream nearly always ended in a giggle, and the crowd around would roar in joyous appreciation. The searchlights touching the top of the buildings showed that they were crowded to the edges all the way around the great amphitheatre facing the bay. Col. Jones, on the Aquarium roof, was so careful to provide seats for his guests that he finally found himself crowded off the roof. He went into his office and slept the sleep of the generous, while the earth was shaken and the skies were painted outside.

It was almost 9:30 o'clock when the night's entertainment began officially. Half a dozen times in the hour and a half before, the rising of burst of colored globes and the banging of bombs brought the rumor that the processions must be approaching. Way off on the Staten Island shore there rose rockets that dropped long red strings of lights that turned first white and then blue as they floated off, and these were cheered, and people said "It's started," but it hadn't started by a great, great deal, as they found out when, at 9:30 o'clock with a rattle of reports almost as rapid as that of a machine gun, a great flight of bombs went twinkling up toward the sky and banged again with flashes in mid-air.

This, according to the programme, was a salute of 101 ærial bombs. A great flight of rockets that burst into floating crowds of iridescent globes rose over Governor's Island, and while they were still rising, and bursting and spreading and floating, tinting the clouds that were slowly gathering above them, the whole island sprang into a blaze—red and white and blue lights. Old Castle Williams rose out of the darkness and was crowned with similar flares. It was as if the island had risen out of the sea and had exploded, and was still exploding, and before people had half filled their eyes with the glory of it, Bedlow's Island flashed up the same way, and the Statue of Liberty lifted her torch in the plain sight of the tens of thousands, and the lights about her feet lit a halo over her head that changed in color as the lights changed. Before these had abated at all, and while Governor's Island was still a floating volcano, Ellis Island flared up, and the whole bay was illuminated until the water looked like molten metal, with queer discolored streaks shooting across its surface in every direction. The ships that had been mysterious glittering outlines and suggestions of lights, stood out in ghostly clearness. The crowd held its breath and for seconds together there was absolutely no sound except the explosions of the bombs and in the mortars that were firing other bombs in the air. Between explosions it was so still that you could hear the waves splashing on the sea-wall.

Just as the crowd began to get its breath the fireworks men near Castle Williams let off a succession of bombs that took the shine off the sun, the moon and the stars. The flight was so arranged that the first great crowd of bombs burst and shed a canopy over the whole island. It is doubtful whether anybody in all that crowd remembered just what color those were, for another flight, and another, and another was shot up through them, so that as fast as the first lights faded and fell new clouds of fire more glorious and brilliant and of more startling coloring, appeared over and above them. The crowd roared and shouted and danced up and down with approval, for all this was so high in the air that a 10-year-old boy standing on the ground among his elders could see it, and then the captain of the big steamboat Plymouth, out in the middle of the harbor, turned his whistle loose. The whistle is so deep and coarse that it shakes the windows all over the lower part of Manhattan when it goes off at full blast. All the other captains in the harbor joined in, and the volume of sound grew deeper and deeper, and fuller and fuller, and the sirens screamed and screamed a wierd accompaniment, so that the crowd, realizing how fully the steamboats had taken the rendering of approval out of its hands, began to laugh. The laughter of 40,000 people is not a thing that any who were in places where they could hear it will ever forget.

When fireworks people make out a programme they fill it full of a succession of very interesting names of various kinds of rockets, and bombs, and saucissons, and things, but the people who see the fireworks don't know anything about these names, and very often don't know where rockets leave off and saucissons begin. They simply know that the world is upside-down and all on fire. At the end last night from ten feet above the water line to 500 feet in the air, the air was full of fireworks of every kind and description known from the beginning of all fireworks. Right in the midst of it all a tremendous portrait of Admiral Dewey appeared to the east of Castle Williams in outlines of white fire. It was as high, if not higher, than the castle itself, and was a much more satisfactory likeness than a good many that we have about us now-a-days. The racket that greeted the picture was beyond all describing; it was the racket of the morning parade all over again condensed into one spot, for while the great portrait turned, every captain in the harbor seemed to turn his ship's course toward it, while he tooted. It unfortunately resulted in the picture being shut off from the view of the people on shore after the first few seconds, except those who were on top of high buildings. But the fleet up in Grant's Tomb must have heard the roaring homage that was paid to the portrait.

The rain began then, and the fireworks were finished just in time. The people began to make for the avenues of travel toward home. The rain made everybody in a good deal of a hurry, and the police came very near being caught unprepared. They had all been concentrated on the water side to keep the people from falling into the bay. Now the people turned their backs on them and rushed for Battery place, the foot of Broadway, and South Ferry. Some policemen had already been moved to these places to meet them, but the movement had only begun. Fifteen minutes after the last rocket was fired, Capt. Delaney sent a wild appeal for help to Police Headquarters. He was in charge of the crowds at the elevated stations and they swamped him. There was every appearance that there was going to be a dangerous crush. Inspector Brooks sent over a hundred men to the two stations, and they sailed into the crowd and broke it up before anybody was hurt enough to be taken away in an ambulance, although several women had the breath squeezed out of them. After that the police formed the people in column four front and marched them up into the stations and into the trains in military style.

As soon as the three floats were in motion the men on them touched off a big lot of red fire as a signal for the boats clustered around the Olympia to get in line for the Battery. A police boat led the procession, followed by the two tugs with the floats which were surrounded and followed by a motley collection of craft from big ocean steamers to tiny steam launches. The red fire on the floats was followed by a discharge of rockets, aerolites and different kind of bombs, which continued until Castle Williams had been reached. The bands on some of the warships struck up as the fireworks passed and their searchlights played over them.

Few fireworks appeared on shore to accompany the parade until Fourteenth street was reached, and then the big skyscrapers loomed up. From one big building near the water front no less than six enormous searchlights played upon the procession, in addition to the incandescent lights which made the building a blaze of white.

As the parade neared the Battery the fireworks in the East River could be discerned and the scene as the two divisions came together was indescribable. The bay in front of the Battery became a volcano of fireworks. It lasted about fifteen minutes, and just as the supply of fireworks apparently had been exhausted it began to rain and the boats one and all scooted for their piers.

At Riverside Drive, the setting sun showed the warships at anchor in the North River, the Olympia at the head of the line which extended from opposite Grant's Tomb, as far down as Sixtieth street, a multitude of smaller craft around. Darkness blotted out the picture, but in a few minutes a new one, the most beautiful, perhaps, that has ever been seen on the Hudson, was revealed as if by magic. The whole squadron, which had been lost among the shadows, reappeared in contours of fire.

A long ribbon of brilliant points of light marked the deck line of Dewey's flagship; three other lines joined the mastheads and descended in graceful curves to prow and stern; one searchlight ray illuminated the American flag which floated from the peak and another made the four stars in the Admiral's pennant shine almost like real stars. The New York could be seen just below the Olympia, her three smokestacks framed in fire and a gigantic American shield, with the stars above the stripes, blazing in front of the bridge. The Chicago, the Indiana, the Texas and the Brooklyn were similarly illuminated and the bulky Massachusetts had her own name written in fiery letters between the smokestacks. The whole host of yachts, transports, revenue cutters and tugboats imitated in a smaller degree their formidable sisters. Only the low-built torpedo boats remained in darkness.

The picture seen from Grant's Tomb was one that will hardly be forgotten by any one who saw and many thousands had gone there to enjoy it. Along the stone wall of Riverside Drive, from the Tomb to Ninety-sixth street, the people stood four or five deep. The 200-foot rampart which falls steeply from the tomb to the edge of the water was covered, though those who found a place there had to hold on to the grass in order not to slide down. Vehicles of all kinds and a host of bicyclists filled the drive. The crowds, whether they were on the top of the bluff or down on the shore, were unusually quiet. They seemed, in fact, overawed by the wonderful spectacle on the river, and hesitated to disturb the appreciation of it.

The car floats with the fireworks were anchored a few hundred feet above the Olympia, between the cruiser and the Jersey shore. The fireworks began promptly at 7:30 o'clock. Bombs and sky rockets opened the display and were followed by a set piece showing the well-known features of the hero of the occasion, their appearance being the signal for an outburst from every steamwhistle and foghorn near. The same thing was repeated when the words "Welcome Dewey, Victorious Admiral" became visible and when the picture of the Olympia appeared. The Olympia itself gave the signal for applause on several occasions.

The display ended at 8:15 o'clock, but the warships remained illuminated for hours afterward and the crowd seemed never to grow tired of looking at them.

The setting off of the fireworks was personally superintended by President Pain of the fireworks company and the men on the floats had all been specially drilled in the handling of them. There were eight floats of fireworks in all on the North River. Five of these it had been arranged to set off near the Olympia; the other three were towed down the river after this display was over. The five floats comprising the first display were towed down from 125th street shortly after 6 o'clock, and Mr. Pain had them anchored about 300 yards from the Olympia toward the Jersey shore. There were about ten men on the five floats to set the fireworks off, and when the signal for them was given about 7:30 o'clock, all of them could be seen working like beavers lighting the various pieces and then getting out of the way. Mr. Pain superintended matters from the tug Golden Rod.

There were two large set pieces on one of the floats hung in the air from a derrick—one of them representing the Olympia, the other Admiral Dewey, the former 1,000 ft. square. It was intended to set this off at the beginning of the display, but when the time came for it, somebody by mistake touched off the Admiral. Although some effect possibly was lost in not having this end up the show, it was received with the wildest tooting of whistles and the applause was far greater than that which greeted any other piece. It took a little less than an hour to discharge all the fireworks near the Olympia, and when this part of the programme had been finished the tugs took hold of the three other barges and began their journey down the river.

Nearly 20,000 enthusiastic men, women and children witnessed the fireworks display in City Hall Park and voted it a great success.

Mines were planted between the trees and on the grassy surface facing Broadway were hundreds of pinwheels, Roman candles and colored lights. Six set pieces, which all faced the Broadway side of the park, were set off.

The crowd gathered from all sides, and although the set pieces could be only appreciated from Broadway, the enthusiasm that greeted them was general and spontaneous from all sides. Just after 8 o'clock the display began with the release of a monster fire balloon of red, white and blue. There was a mighty and prolonged cheer from the crowd as the balloon safely glided past the overhanging branches of the trees and sailed aloft. From that time on the crowd cheered everything. It was a cosmopolitan gathering. There were several hundred Chinamen in the front row who screamed shrilly for Dewey and "Melican man flighters," and their example was followed by scores of Italians, Greeks and Hebrews from the lower districts of the city.

The third balloon let go caught in one of the trees and caught afire.

"That's a Spanish balloon," shouted a spectator.

"Oh, no," yelled another, "that's Aguinaldo and the Anti-Imperialists, and they'll all go the same way." Both sentiments were loudly cheered.

The first set piece, "Welcome Admiral," was about 18 feet long and 3 feet wide. It was greeted with the wildest enthusiasm, and so were the representation of the Olympia and Admiral Dewey's portrait.

The portrait was about twenty feet square. When it appeared, men, women and children hoarse with yelling approval waved handkerchiefs and threw hats in the air. The exhibition wound up with a general discharge of small fireworks and the burning of colored lights.

The fireworks display in Union Square began promptly at 8 o'clock, and notwithstanding the greater attractions elsewhere a crowd numbering many thousands of people witnessed the show. All of the set pieces and most of the other fireworks were set off in the Seventeenth street plaza at the north side of the square. The crowd thereabouts was so dense that the Broadway cable cars were barely able to make a way through it.

A liberal display of red and green fire, bombs and rockets formed the first part of the show, and later the Olympia, the American flag and Dewey's portrait were outlined in fire. The portrait, especially, was received with cheers. The sparks from some of the pieces drifted down among the crowd and in dangerous proximity to the decorations of nearby buildings, but there were no accidents.

A fiery "good night" dismissed the crowd, most of whom immediately started for the lower end of the island, hoping to be in time to see some of the harbor illuminations.

FIREWORKS IN BROOKLYN.

Thousands Cheer the Home Displays While Others Watch Across the River.

The two official fireworks displays in the Borough of Brooklyn, one being in front of the old City Hall and the other on the slopes of the Prospect Heights Reservoir near the Park entrance, were each witnessed by crowds of people. The high grounds surrounding the Reservoir are admirably adapted for a pyrotechnical exhibition and the display last night was so arranged that the spectators, who must have numbered 20,000, had a clear view of it from Flatbush avenue, the Plaza and the Eastern Parkway. For more than an hour and a half both the Flatbush avenue and Eastern Parkway sides of the Reservoir were brilliantly illuminated with powerful colored lights and the sky was constantly filled with marvellous pyrotechnical inventions, each discharge evoking plaudits from the spectators.

The three special devices: "Welcome, Admiral," in large block letters of varied colors; the "U. S. S. Olympia" and the mammoth, fine portrait of Admiral Dewey were each greeted with cheers from the vast assemblage. It was just at the close that the Dewey picture blazed up and the enthusiastic plaudits which greeted it continued as long as a spark remained on it. All who witnessed the show declared it the finest of the kind ever presented in Brooklyn.

Ten thousand men, women and children witnessed the display in front of the Borough Hall. All the adjacent streets were crowded as were also the offices in the various business buildings on Court, Fulton, Remsen, Montague and Washington streets. At 7:30 o'clock the tower on the hall was illuminated with colored lights, which were continued during the entire display of fireworks. At 8 o'clock two meteoric balloons were set at liberty and they at once sailed off in the direction of Manhattan. As they floated through the air they were kept in view by one of the big searchlights on the bridge tower throwing its strong rays upon them. When the set piece, "Welcome Admiral," which was located on the marble steps of the hall, was ignited, there was a grand shout which could be heard blocks away.

As the set piece which depicted in fire the cruiser Olympia was touched off the throng again cheered, and two engines on the Kings County Elevated Railroad, which were passing in opposite directions, saluted with their steam whistles. Then followed red fire, ærial bombs, nests of fiery cobras and golden shower batteries.

The shore at Sea Gate in and around Norton's Point, Coney Island, was illuminated with colored fire for several hours last night. The Atlantic Yacht Club was brilliantly lit up for the occasion and it erected a large sign with incandescent lights bearing the words: "Sea Gate Welcomes Dewey." The Bay Ridge and Fort Hamilton shore also shone forth with red fire and the large sign, "Welcome" with its 120 arc lamps was displayed at the Edison shops at the foot of Sixty-fifth street.

The fireworks display on this side of the river presented a fine spectacle also to people in Brooklyn. Roofs of dwelling houses, hotels, office buildings and the docks were crowded with persons watching the river displays, especially the one off the Battery. The streets leading to the heights were also filled with spectators, and it looked to Brooklynites as if this side of the river was one great big, sizzling, booming mass of rockets and red and blue fire.

EAST RIVER PARADE MET DISASTER.

Fireworks Float Blazed Up and Her Load Went Off Prematurely.

One bit of the plans for last night didn't mature exactly as had been arranged. The fireworks parade down the East River, which started from the southern end of Ward's Island at about 7 o'clock, met with picturesque disaster half an hour later off the foot of East Fifty-ninth street. Thanks to the energy of Police Inspector Brooks and a squad of Central Office men under him, no lives were lost.

The fireworks for this parade were carried on two floats, one called Mars and another. The fireworks, most of them were stored on Mars under tarpaulins. When the procession started the fireworks were set off from the other float. Both floats were towed by the tugboat King. They were pretty close together, closer than Inspecter Brooks, who was following on the tug Patrick Cahill, thought was safe, and he had just ordered his roundsman, Cohen, to hail the Mars and tell the people on board of her to pull up a little closer to the tug, when with a splutter and a flash flames began to shoot out of her load of fireworks.

In two seconds all was confusion. The steamers and tugs that were accompanying the flotilla fled helter-skelter away from the burning float. The police boats, the Cahill, the A. J. White and another, were the only ones that had their noses turned toward the fire. The men on the Mars were running around her sides frantically trying to pick out a good spot, apparently, for jumping-off purposes. By stern commands and threats of leaving them to drown if they jumped, Inspector Brooks kept them on board until he ran alongside and took them off. Then the Central Office men on the tugs turned the hose on the sputtering, blazing, exploding mass of fireworks. They were cheered in the work by crowds that had been worked up to a great state of excitement by the rescue of the operators in the glare of red fire.

The first order Inspector Brooks gave after he found the Mars was on fire was to order both floats cut loose from their tugs. The one that was not burning, except as the fireworks people on board of her burned things systematically, butted her way off among the excursion craft, creating the wildest excitement among the captains and passengers. The men on her had absolutely no way of controlling her actions and all they could do was to keep on setting off fireworks. When the fire on the Mars was put out the King went out and caught the uninjured float and brought her in to the remains of the Mars. All of her fireworks had been exhausted while she was standing still, and those on the Mars that had not been prematurely exploded were soaked so the flotilla went ingloriously down the river to the lower bay.

There a big stock of colored fire was borrowed from another float and the two boats joined those from the North River in illuminating the Bay. While thus engaged, the Mars bumped into the excursion steamer Pleasure Bay and nearly scared her passengers to death. Nobody was hurt, but the steamer's forward rail was torn away.

To Cure La Grippe in Two Days
Take Laxative Bromo Quinine Tablets. All druggists refund the money if it fails to cure. E. W. Grove's signature is on each box. 25c.—Adv.

CHEERS FOR LIPTON'S YACHT ERIN.

The Cup Challenger and His Guests Cordially Received All Along the Line.

The Erin led the starboard column in the yachting division of the parade. This was the post of honor in the division, and Sir Thomas Lipton appreciated it very much. He had on board a large party of guests, among whom were Sir Henry Burdette, K. C. B., the Hon. Charles Russell, Prince Leopold de Croy-Solre, Prince Reginald de Croy-Solre, William Gibson, A. D. Pravand, M. P., Col. Sharman-Crawford, Vice-Commodore of the Royal Ulster Yacht Club, H. C. Kelly, Hugh Macgildowney, Chevalier de Martino, H. S. King, a South African mine owner, William Barrie, Max Muller, Joe Lyons, Mr. and Mrs. Siegel, Mrs. and Miss Cleggett, John Young, William Fife, Jr., Thomas Ratsey and Dr. J. Reid Mackay.

At Bay Ridge where the Erin lay at anchor during the morning she was almost as much an attraction as the Olympia, and the tugs and excursion steamers circled around the British yacht, and the excursionists cheered Sir Thomas Lipton and the Shamrock. About 11 o'clock the Erin moved over to Tompkinsville to take her position in the line of parade and when she reached that point the cheering was heartier than ever. Sir Thomas was on the bridge and he was kept constantly raising his hat in acknowledgment. A crowd of pretty girls on the tugboat Charm took up a position near the Erin and sang "The Wearing of the Green," "The Harp That Once Thro' Tara's Halls" and "Come Back to Erin." In acknowledgment of this the party on the Erin cheered the serenaders, Sir Thomas leading the cheering.

When the Erin steamed up the river with the thousand other craft she was recognized on all sides and saluted. The reception given to the yacht was a surprise to Sir Thomas's party who had expected that they would be allowed to do honor to Dewey without any notice being taken of them. After returning to the anchorage Sir Thomas said: "I had expected that the parade would be a big demonstration, but I never dreamed of anything like what we did see. I never saw anything like the enthusiasm."

The Hon. Charles Russell said: "The naval demonstration at Spithead during the Queen's jubilee was a great display of warships but there were not nearly so many excursion boats out then as there were to-day and nothing like the enthusiasm. It was a grand show. As for the greetings to Sir Thomas, they were very gratifying and show that in this country all are true sportsmen and if Shamrock is the better boat you will be quite willing that the cup shall be taken away."

In the evening the Erin was illuminated from stem to stern. She anchored astern of the warships off Eightieth street. Three thousand incandescent electric lights were strung about the yacht, one string reaching from the bow over the mastheads to the stern. Over the smokestack in letters formed of green light was the word "Erin." This was surmounted by a shamrock also in green. Forward was the American flag and aft the English jack, both formed of electric lights. Fireworks were set off from her launches and other boats which were moored near the yacht.

HOBOKEN A POINT OF VANTAGE.

Guns and Whistles Roar There—Model in Fire of Olympia at Cliffside.

Hoboken took an active part in the Dewey celebration yesterday. People flocked into that city from many points, and every place of vantage along the river front was occupied. The Stevens family issued tickets to their friends for admission to the grounds on Castle Point, which offered a choice position from which to view the parade. The point was crowded all day.

When the procession hove in sight on its journey up the river every whistle and fire bell in the city screamed a welcome to the hero and his gallant crew. Two large cannon, one of which had been borrowed from the State and the other from the Boys' Brigade of Hudson County, were stationed in Hudson Square Park and seventeen shots were fired from each. The Boy's Brigade gun was under command of Brigadier-Gen. Charles W. Laws of the Brigade. The other was manned by a detachment from the Fourth Regiment N. G., N. J., under the command of Lieut. John T. Pringle.

The old sloop of war Portsmouth, the training ship of the Battalion of the East Naval Reserve, of New Jersey, was anchored off 110th street, this city, where she did duty as a stake boat during the parade. The tugboat Edna was kept busy carrying visitors from Hoboken to the Portsmouth. Among those who viewed the parade from the Portsmouth were Gov. Foster M. Voorhees, Secretary of State George Wurts, State Comptroller W. S. Hancock, Col. Halsey, of Newark, and Major Edward Hoos, Col. Samuel D. Dickinson and Postmaster P. Farmer Wanser, of Jersey City. The ships lying at the piers of the Hamburg-American, North German Lloyd, Scandinavian-American and Holland-American steamship companies were trimmed from mast-tops to deck with strings of flags. The piers were also decorated. A large portrait of Admiral Dewey, twelve feet square, was displayed on the end of one of the piers of the North German Lloyd Steamship Company.

The demonstration arranged by the Progressive Club, of Cliffside Park, was carried out to the letter. At night the large model of the Olympia which the members erected on the bluffs overlooking the Hudson was illuminated. The model is 150 feet long and 45 feet high. It was was one of the most conspicuous displays on the Jersey shore during the night. On the front of the ferry house of the West Shore Railroad in Weehawken was a large sign bearing the words: "Fire when you are ready, Gridley." The sign was illuminated by 3,000 electric lights. Another sign with the words, "Welcome Dewey," was displayed over the depot of the Lackawanna Railroad in Hoboken.

BRIDGE NEVER SO CROWDED.

During the Fireworks Last Evening Even Mail Wagons Had to Be Debarred.

The largest crowd that ever tried to find seats or standing room on the Brooklyn Bridge, trains or trolley cars on a hot Sunday in midsummer was a mere handful when compared with the throngs of natives and visitors who took possession of the big bridge structure last night and swarmed back and forth on the promenade, on both roadways and in the cars, in order to see the fireworks and to get a near view of the thirty-six-foot letters that spelled out in a blaze of light, "Welcome Dewey."

The north and south roadways were closed to all wagon traffic at 6:20 o'clock. An exception was made at first in favor of mail wagons, but at 8:30 o'clock the roadways were so jammed with people that even Uncle Sam's own wagons could not get through, and after that the mail wagons went over the ferries. Bicycles were also barred and the wheelmen made much more fuss about it than the carriage drivers. One disgruntled wheelman delivered a harangue to the crowd that was trying to get by him and his machine on the immediate necessity of a bicycle path on the Bridge. The rider was becoming more unpopular every minute, and finally some one yelled: "Oh, dry up; don't you know that Dewey's here?" Then the wheelman disappeared.

Chief Engineer Martin said that last night's crowd was the largest ever on the Bridge and that the structure had stood the test most satisfactorily. There was not the slightest danger at any time.

A special force of 673 policemen, in command of Capt. John W. Eason, kept the crowds moving, enforced the rules against the crossing of teams and bicycles and compelled the thousands of pedestrians going east to take the promenade and to walk back on the roadways. There was no clash between crowds trying to go in opposite directions. The only part of the promenade on which the jam was uncomfortable was between the entrance of the west end and the steps just this side of the towers on the Manhattan side. Between those two points there were five-minute periods when it was literally impossible to move forward more than a foot. But beyond the steps the crowd got straightened out and moved forward in an orderly procession to the Brooklyn end.

The traffic on the trolley cars, the Bridge trains and the Kings County elevated trains was just as heavy as the rush of walkers on the promenades and roadways. Extra cars were running on nearly all the lines, and after numerous delays early in the evening they ran in good time on half-minute headway. At either end of the Bridge the cars were almost within arm's length of each other, but between the towers the motormen tried, with more or less success, to observe the rule that their cars should be 102 feet apart. Another rule for Bridge cars was observed more carefully, and that was relative to the taking on or letting off passengers while on the Bridge. On every box car the gates were shut and on every open car the side bars were let down as soon as the start across was made, and no stops were made on the Bridge.

It was not possible to see and appreciate to the best advantage the "Welcome" sign from the bridge itself. On the roadway directly under the device, everything glowed with a brightness to be expected of a 128,000 candle-power illumination, and any one of fair eyesight would have had no trouble in reading the smallest print as long as the current was on. During the evening an occasional workman climbed the tall ladders to replace some burned out incandescent globe, and then the crowd wanted to stop and watch.

The police were even more insistent upon a strictly promenade view of the device than they were of other sights, and not a solitary lounger could remain near the sign. The device was of such length, however, and the promenade was made at such a slow pace that, with the simplicity of construction of the whole thing, any one who wanted to, could take a mental memorandum of the sign for duplication elsewhere.

Beside the sign the searchlights mounted on the south end of either tower helped to turn night into day. Besides these two there were a pair of searchlights on Brooklyn Heights, on the pilot houses of the Sound steamers tied up at East River docks, and on the roofs of tall buildings. There were fully a dozen playing on the East River from both shores and the Bridge. A big white steamer crowded with people would be lighted up for several minutes and then allowed to disappear in the darkness. Then again the great shafts of light would appear to battle with each other like giant fencers parrying and thrusting. Nearly every one of the big office buildings in Manhattan was lighted on every floor and decorated with colored lights.

It was to view this wilderness of colored light across which the great searchlights constantly played that caused the crowd to linger and helped to crowd the first hundred yards of the Bridge promenade. The coming of the rain cleared the blockade effectually.

ABOARD THE MONMOUTH.

How the Governor and His Party Passed the Day and Evening.

The Government of the State of New York, executive, legislative and judicial, saw the parade and fireworks from the decks of the Monmouth. Gov. Roosevelt and his staff arrived aboard early and got a rousing reception. The Governor went to a stateroom, which Admiral John Raines, commander-in-chief of the Monmouth, and a State Senator from Ontario County when he isn't otherwise engaged, was thoughtful enough to provide for him. The staff went to its stateroom, looked in, saw the size of it and then distributed itself over the boat.

Capt. Andrews, one of the Governor's aides, remarked as he turned away from the stateroom:

"That's just about large enough for the bottles. We'll be around later."

Lieut.-Gov. Woodruff was not aboard; but, so far as could be learned, he was about the only member of the State government who wasn't.

United States Senator Redfield Proctor of Vermont was there as the Governor's guest. Besides, there were Superintendent of Public Works Partridge, State Engineer and Surveyor Bond, Comptroller Morgan, ex-Comptroller Roberts, Speaker S. Fred Nixon, Justice William J. Gaynor, Fisheries Commissioner William R. Weed of Potsdam, and State Committeeman William W. Worden of Saratoga.

The Monmouth ran down to Fort Wadsworth, turned around and came back to Tompkinsville, where she anchored and waited for the parade to start. While she lay there the quarantine boat Gov. Flower ran alongside and a naval militiaman aboard began to wigwag. Presently a boyish voice from the Flower called out:

"Hello, Papa!"

"Hello, Ted!" went back the answer from the Monmouth, and then many of those aboard the larger boat, and everybody on the smaller boat, knew that "Papa" was Gov. Roosevelt, and "Ted" was Theodore Roosevelt, Jr. Mrs. Roosevelt, Miss Alice Roosevelt and one of the other Roosevelt boys were on the Flower, with Mrs. Charles F. Roe, Mrs. Avery D. Andrews, Mrs. Jacob Miller, and some other friends. Luncheon was served aboard the Monmouth while she was waiting for the parade to start.

WARSHIPS ALL ILLUMINED.

They Stood Out Like Vessels of Fire in the Darkness of the Night.

The warships anchored off 100th street last night, with the exception of the Lancaster and the Chicago, were brilliantly illuminated and at a short distance looked like ships of flame against the sky. Only a few of the excursion steamers visited the fleet during the evening because of the counter attraction furnished by the fireworks exhibited at the Battery, and the majority of the sightseers afloat thereby missed one of the most magnificent spectacles ever seen in these waters.

The illumination of the Brooklyn was the finest of all. Incandescent lights outlined her hull, masts and three tall smokestacks. The turrets were almost entirely enclosed in circles of light, and the big guns projecting from them were wrapped in the same fashion as the smokestacks. At the stern the name, "Brooklyn," was shown in letters of fire.

The Indiana and the Massachusetts were close rivals of the Brooklyn for first honors. The entire outlines of these two vessels were shown in brilliant lights, even to the smallest detail, such as the signal yard on the foremast and the fighting tops. The New York and Texas were also fine fire pictures, but little attempt in this line was made on the Olympia. The officers of the Chicago had no time to fix up their vessel, and no attempt to illuminate the Lancaster was made. The illumination of the Olympia consisted of a long string of incandescent lights, running from the bow to the top of the foremast, across to the main mast and down to the stern. Under the bridge was the name of the flagship in large letters.

The ships from a short distance looked like a phantom fleet and made a fine show for observers along Riverside Drive or afloat. Surrounding the fleet were scores of steam yachts, all brilliantly illuminated, adding to the beauty of the spectacle.

A Poor Man's Vacation

A healthful stimulant that imparts strength, and by aiding digestion and quickening the circulation, purifies the blood and builds up the system without "Rest" or "Change"—

ABSOLUTELY PURE & UNADULTERATED TRADE MARK

Duffy's Pure Malt Whiskey

All druggists and grocers. Avoid substitutes, they are dangerous. Duffy's has a proprietary stamp on each bottle. If your dealer cannot supply you, a bottle will be sent, prepaid, on receipt of $1.00. 6 bottles for $5.00.

Valuable book of information and testimonials sent on application.

DUFFY MALT WHISKEY CO., Rochester, N.Y.

CREDIT FOR DEWEY'S SELECTION.

Secretary Long Says It Belongs to No Human Being Except Dewey Himself.

WASHINGTON, Sept. 29.—Another chapter was added by the Secretary of the Navy to-day to the controversy, if it can be so called, as to who was responsible for Admiral Dewey's assignment to the command of the Asiatic naval station. The subject came up incidentally between President McKinley and Secretary Long at the Cabinet meeting this morning, and Mr. Long found that the President agreed with him as to the circumstances connected with the selection of Dewey. In conversation with THE SUN representative this afternoon Secretary Long reiterated what he had said yesterday concerning the way in which Dewey's selection for the Asiatic billet was brought about and added some interesting things about the part played in the matter by the Bureau of Navigation, whose chief then, as now, is Rear Admiral A. S. Crowninshield. According to the Secretary's statement Admiral Dewey was the natural choice of the bureau for several reasons. The Secretary repeated that Dewey was his own choice of the officers who had been suggested for the place. To the reporter Mr. Long said:

"It is true that, as often happens, some Senators and others wrote or spoke to me and to the President about Dewey's assignment to the Asiatic squadron in 1897, and some others about another officer for the same command. But the President's memory is, and mine is the same, that I had no word or suggestion from him about the matter till I called on him one day and said: 'Here are two or three names for the place, of which I recommend Dewey's.' He approved my selection, which was the first time the matter was spoken of between us, he being satisfied from what he already knew and from the information I had obtained that Dewey had the qualities of level-headedness and discretion needed for the place. The matter had been canvassed by me with the Bureau of Navigation, which is charged with such matters. It was a natural selection, and would have been made if not an outside word had been said. The credit of it belongs to no human being except Dewey himself, who, by reason of his special fitness, by rank, by his turn to go to sea and command a squadron, and by his meritorious qualifications, was the natural designation of the Bureau of Navigation."

HE WILL PLAY "EL CAPITAN."

Bandmaster Sousa Will Repay To-day an Honor Done Him by the Olympia Long Ago.

Sousa, when he marches with his band to-day, just ahead of the Admiral and the Olympia's men, will have his musicians play numerous selections from his opera "El Capitan," and it is probable that they will be played with as much dash and feeling as they have ever been. There is very good reason to expect this, for when Dewey's squadron sailed out of Mirs Bay on its way to attack Manila, the ships were in close order with the Olympia leading and her band gaily playing the march from "El Capitan." Bandmaster Sousa was immensely pleased when he read of this later and in return for the honor thus done his composition he proposes to whoop it up to-day for the flagship's men.

KILLED TRYING TO SAVE A BOY'S LIFE.

Joseph Smith Ran Into a Burning Brooklyn House and Was Brought Out Dead.

While the occupants of the four-story brick flat house at 23 Poplar street, Brooklyn, were on the roof watching the display of fireworks last night, a lamp in the parlor of Charles Cox on the first flat exploded and set fire to the building. The flames spread quickly and in a few minutes a second alarm was sounded.

Some one in the street cried out that John Anderson, the young son of G. A. Anderson, was in his room on the third floor. Joseph Smith of 82 Fulton street, who was passing at the time, dashed into the burning building, followed by William O'Connor, a McKenney street boy, rescued young Anderson, but Smith was overcome by the smoke, and after the fire was put out his dead body was found lying on the stairs leading to the roof. His body was removed to the Fulton street police station. Young O'Connor was burned on the right hand and nose.

The tenants who were on the roof were panic stricken when they learned that the house was on fire. They ran to the edge of the roof and escaped by jumping to the roof of the next building, ten feet lower. In jumping Mrs. G. A. Anderson had her right knee cap injured.

DEWEY'S BOSTON VISIT.

He Writes That He Cannot Be Definite About It Until He Goes to Washington.

BOSTON, Sept. 29.—Wallace D. Robinson, President of the Boston Chamber of Commerce and Chairman of the Joint Committee of that body and the Home Market Club on the Dewey visit to Boston, received this letter to-day:

"ON BOARD THE FLAGSHIP OLYMPIA,
NEW YORK, SEPT. 28, 1899.

"Wallace D. Robinson, Chairman, Joint Committee.

"I have the honor to acknowledge the receipt of your letter of Sept. 26, inviting me to be in Boston in November. I thank you for your courteous letter and cordial invitation, but regret that I cannot make any engagement until after I have been to Washington. The Secretary of the Navy has conferred with me regarding the subject of a visit to Boston, and I have requested him to leave the matter open until after I have seen him. Very sincerely yours,

"GEORGE DEWEY."

Flag Flying in Holland on Dewey Days.

United States Consul Hill at Amsterdam, Holland, sent a cablegram to the Chairman of the Committee of Arrangements yesterday in which he said that he had raised the American flag over the consulate in honor of Admiral Dewey and his men and that the flag would fly there throughout the two days of the celebration in New York.

Governor at Quarantine Last Night.

Gov. and Mrs. Roosevelt and the Governor's staff and party visited Quarantine last evening as the guests of Dr. Doty on board the steamer Gov. Flower and watched from there the display of fireworks in New York.

The following battleships and cruisers of the
United States Navy,
NEW YORK, COLUMBIA, CHICAGO, NEWARK, MONONGAHELA, DETROIT, MACHIAS,
PHILADELPHIA, OREGON, MINNEAPOLIS, PORTSMOUTH, CHARLESTON, TEXAS, ESSEX,
are furnished with
Mason & Hamlin ORGANS,
the most durable and best toned organs in the world.
Warerooms: 3 and 5 West 18th Street, New York.

HATS
BURKE'S FALL STYLES
ARE PERFECTION.
Silk Hats, - - - $6 & $5
Derby Hats, - - $4 & $3
Headquarters for Fine Soft and Tourists' Hats, &c.
210 BROADWAY, COR. FULTON ST.

"For the morning after the night before" take Abbey's Effervescent Salt, "the salt of salts."

CARPET CLEANSING T. M. STEWART 326 7th Ave. Established 1863 Tel. 1132 38th St.

ORDER OF THE LEADING BOATS.

Programme Modified a Little—Chicago Last of the Big Warships.

This was the order of the leading vessels in the parade:

Police Boat Patrol.
Fireboats New Yorker and Van Wyck.
Olympia, protected cruiser, flagship of Admiral Dewey.
Sandy Hook, carrying the Mayor and other city officials.
New York, armored cruiser, flagship of Rear Admiral Sampson.
Indiana, battleship, first-class.
Massachusetts, battleship, first-class.
Texas, battleship, second-class.
Brooklyn, armored cruiser.
Torpedo boats Porter and Dupont.
Marietta, gunboat.
Lancaster, gunnery ship, full rigged, type of old Navy Hartford class.
Scorpion, auxiliary cruiser.
Chicago, protected cruiser, flagship of Rear Admiral Howison.
The torpedo boats Ericsson, Winslow and Cushing.
Revenue cutters Manning, Algonquin, Gresham, Windom and Onondaga.
Transports Sedgwick, McPherson and McClellan.
Missouri, hospital ship.
Steamer Monmouth flying flag of the State of New York and having on board representatives of the Naval Militia of New York. The Monmouth to be followed by other vessels of the Naval Militia.
General Slocum having on board the General Committee of Citizens.
Glen Island, having on board the General Committee of Citizens.
Mount Hope, having on board the Legislative Branch of the City Government.
Warwick, having on board Heads of City Departments.
Matteawan, having on board Members of the Press.

After this came the yachts, then the merchant vessels, and last the smaller craft.

DEWEY'S SHIPMATE YEARS AGO.

John Doane of Jersey City Wants to Hear from the Men of the Wabash.

John Doane of West Side avenue, Jersey City, who served in 1858 and 1859 aboard the frigate Wabash, when Admiral Dewey was a midshipman on the frigate, is anxious to learn if there are any other sailors in this part of the country that were on the Wabash then. He wants to hear from them so that he may arrange a visit to the Admiral before he leaves for Washington. Doane is 65 years old.

DEWEY ARCH IS FINISHED.

Workmen Were Busy on It Until Near Midnight—Fence Still Up.

All the fears that had been expressed during the past week that the Dewey Arch would not be completed in time for the parade to-day were set at rest shortly before 11 o'clock last night, when the workmen quit and began to tear down the scaffolding. This work was soon completed and the only wood left standing was the board fence that was erected to keep the crowd out. That will not be removed until a short time before the parade is due to reach the arch. All the extra police guard was withdrawn, only four men remaining there on duty.

Bayonne's Uproar in Honor of the Admiral.

The patriotic people of Bayonne, N. J., made a lot of noise in honor of Admiral Dewey yesterday. At sunrise, from all of the big bells of the city's fire-alarm system, an alarm of four tens was sounded. The whistles of the big oil refineries and other factories at Constable Hook joined in the roar, each shrieking an Admiral's salute of seventeen blasts of two minutes' duration each. The locomotives in the New Jersey Central Railroad's roundhouse, the bells of churches and schoolhouses and the whistles of various small factories added to the uproarious salute, which could be heard for miles. Musketry and foghorns also augmented the din. At noon the salute was repeated. Admiral Dewey was informed by telegraph of the demonstration's import. Throughout the city, places of business and residences were profusely decorated with flags and bunting, and thousands of portraits of the nation's naval hero were displayed. In the evening there were numerous displays of fireworks. This morning Company I, Fourth Regiment, N. G. N. J., under command of Lieut. James B. Gatchel, and a detachment of former members of Company I, Fourth Regiment, New Jersey Volunteers, will leave town to take part in the big land parade.

Tenth Pennsylvania Leaves Philadelphia.

PHILADELPHIA, Sept. 29.—The members of the Tenth Pennsylvania Regiment visited the National Export Exposition this afternoon. They were welcomed by Mayor Ashbridge and Director-General Wilson. Col. Barnett presented to the city a cannon that was captured from the Spaniards in the Philippines. This evening, escorted by members of the Third Regiment, the Tenth left for New York.

Modern Plumbing.

Have you seen our Baronial Baths and Porcelain Lavatories built into the room? Architects, Sanitary Engineers and all interested unite in saying that as a combination of artistic skill and sanitary progress they stand far above anything in this line ever produced.

THE J. L. MOTT IRON WORKS
84-90 Beekman Street.
Established 1828. 108 Fifth Avenue.