The Sun.

WEDNESDAY, MARCH 19, 1902.
Fair and continued cold to-day.

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RELIEF FOR CUBA ASSURED.

20 PER CENT. OFF TARIFF DUTIES TILL DEC. 1, 1903.

The Vote in House Republican Caucus 85 to 31—Special Rule Will Prevent General Tariff Discussion, and Relief Measure Will Be Passed Without Aid of Democratic Votes—Most Stubborn Contest Ever Fought Out in Caucus.

WASHINGTON, March 18.—President Roosevelt's recommendation of commercial relief for Cuba, submitted in his annual message to Congress last December, was indorsed to-night by the Republicans in the House of Representatives by a vote of 85 to 31 after a three hours' session of speechmaking.

This was the fifth party conference called to consider the question of tariff concessions to Cuba, and the contest between the advocates and opponents of the Administration plan of relief, which was made the plan of the Ways and Means Committee, was one of the most stubborn ever fought out in party conference.

But the Government policy has finally been indorsed and without any formal pledges as to what action shall be taken when the bill reaches the Senate.

The vote in the conference means not only that the concessions to Cuba demanded by the President and the leading Republicans in both Houses of Congress will be granted, but that this will be accomplished under a special rule to be adopted by the House of Representatives preventing the offering of amendments and a general discussion of the tariff.

The Committee on Ways and Means will now bring in a bill in accordance with the instructions of to-night's conference accompanied by a special rule for its consideration. The Republicans will adopt it as a party platform and pass it without the aid of Democratic votes.

The following is the text of the resolution adopted by the conference:

Resolved, That it is the sense of the conference that the Committee on Ways and Means report to the House a bill substantially as follows:

That for the purpose of equalizing the trade of the United States with Cuba the President is hereby authorized, as soon as may be after the establishment of an independent government in Cuba and the enactment by said Government of immigration and exclusion laws, as fully restrictive of immigration as the laws of the United States, to enter into negotiations with said Government with a view to the arrangement of a commercial agreement in which reciprocal and equivalent concessions may be secured in favor of the products and manufactures of the United States by rates of duty which shall be less by an amount equivalent to at least 20 per cent. ad valorem upon such products and manufactures than the rates imposed upon like articles when imported into Cuba from the most favored of other countries, and shall not be greater than the rates imposed by the United States upon the like articles imported from Cuba; and whenever the Government of Cuba shall enact such immigration and exclusion laws and shall enter into such commercial agreements with the United States and shall make such concessions in favor of the products and manufactures, as aforesaid, and which agreements in the judgment of the President shall be reciprocal and equivalent, he shall be authorized to proclaim such facts, both as to the enactment of such immigration and exclusion laws and the making of such agreement, and thereafter the imposition of the duties imposed on all articles imported from Cuba into the United States shall be suspended and in lieu thereof there shall be levied, collected and paid upon all articles imported from Cuba 80 per centum of the rate of duty now levied upon like articles imported from foreign countries. The President shall have power and it shall be his duty, whenever he shall be satisfied that either such immigration and exclusion laws or such agreement mentioned in this act are not being fully executed by the Government of Cuba, to notify such Government thereof, and thereafter there shall be levied, collected and paid upon all articles imported from Cuba the full rate of duty provided by law upon articles imported from foreign countries.

Whereas, The recent conference at Brussels has agreed to abrogate all secret bounties and cartels heretofore prevailing, to take effect on the first day of September, 1903, the effect of which will be to raise the price of sugar after that date.

Resolved, That this conference recommend the report by the Committee on Ways and Means of the bill in substance as presented to this conference by the chairman of said committee, limited in its duration and effect to the first day of December, 1903.

The conference was called to order at 8:30 with about one hundred and forty members in attendance. Representative Payne of New York, on behalf of the Ways and Means members of the Conference Committee, reported that they had been unable to reach an agreement with the opposing committee, but expressed the opinion that an agreement would be reached with further time for conference.

Representative Dick of Ohio, on behalf of the committee representing the beet sugar advocates, made a similar report.

Representative Overstreet of Indiana presented a motion which was adopted that two hours be given to debate, equally divided between the two sides.

Representative Lacey of Iowa then opened the discussion with an argument in favor of the compromise proposition introduced by Representative Sibley of Pennsylvania. He was followed by Mr. Hepburn of Iowa, in opposition to that or any other proposition, which would reduce the tariff on imports from Cuba. In his opinion it were better to leave the tariff alone entirely. If it were necessary to relieve any alleged distress in Cuba it would be done in some other way than through tariff reduction.

Representative Sibley of Pennsylvania urged the adoption of his compromise plan for limiting the proposed reduction of the Ways and Means Committee to Dec. 1, 1903, and was followed by Mr. Boutell of Illinois, who also supported it. Representative Morris of Minnesota spoke in favor of the proposition to pay the Cubans a bounty and against the compromise plan.

Representative Littlefield of Maine attacked both the propositions presented, declaring that the United States were under no obligation to Cuba. The United States, he declared, had no constitutional right to guarantee a stable government to Cuba, let alone to guarantee the prosperity of the island. It could not guarantee a stable government for the only States, let along their prosperity.

Mr. Burke of South Dakota argued in favor of the Ways and Means Committee's propositions.

Chairman Payne of the Ways and Means Committee closed the debate with an impassioned appeal in behalf of the relief demanded for the suffering people of Cuba and for the adoption of the proposition of the Ways and Means Committee by the overwhelming vote of the conference for the sake of harmony in the party. His speech was loudly applauded, and at its close he moved the previous question, which was ordered by a vote of 96 to 34.

Representative Dick of Ohio, one of the five Republican members of the compromise committee of eight, submitted the following resolution as a substitute for Representative Payne's resolution and for all others pending:

Resolved, That it is the sense of this conference that the Committee on Ways and Means be directed to report to the House a bill for the relief of Cuba substantially embodying the following provisions:

That the President be authorized to enter into a commercial agreement with the government of Cuba when the same shall have been organized and established, whereby, on account of the relations which have existed between the United States and Cuba since 1898, and in consideration of such reduction of duties as shall be satisfactory to the President on goods, wares and merchandise, the growth or products of the United States, imported into Cuba, he shall agree to pay each year for three years to the government of Cuba a sum of money equivalent to 20 per cent. of the duties collected and paid into the Treasury of the United States on goods, wares and merchandise, the growth or product of the island of Cuba imported into this country.

Adhering to the statement we have heretofore made to this conference, expressing our reasons for opposing a reduction of the duties on the products of Cuba, and in the interest of harmony, and for the purpose of affording relief to Cuba, if such relief is needed, and mindful of the fact, recently developed, that during the last fiscal year there was a deficit in the public treasury of the island of Cuba of nearly $500,000, we submit the foregoing resolution with the following additional statement of our reasons therefor:

It will afford relief, both to the government and to the people of Cuba; it makes certain that Cuba and her people, and no one else, will be the beneficiaries of our action; by its adoption we keep faith with the people of this country and with the people of Cuba; it does not violate our national party platforms of 1896 and 1900; it does not disturb existing conditions in this country; it does not alter or modify any schedule of the present tariff law; it does not injure or discourage any domestic industry or prevent its further development; it avoids an inopportune agitation of questions affecting industrial conditions of unparalleled prosperity; it would secure reciprocal trade concessions from Cuba and give it time to ascertain the value of such trade relations between the two republics under existing conditions.

Its reciprocal feature furnishes a consideration which makes the proposed measure of unquestioned constitutionality. It is as competent for Congress to purchase trade concessions from foreign countries as to purchase naval or coaling stations.

It is sustained by precedent since the establishment of our Government and particularly by the legislation refunding duties collected on the products of Porto Rico and the Philippine Islands.

It affords the means and opportunity for successfully inaugurating and permanently establishing the new government of Cuba during a time which the experience of all nations has shown will be its most critical period.

It affords relief until the present adverse trade conditions affecting the price of sugar shall have been improved by the abolishment of European sugar bounties.

It discharges every obligation assumed by us under the provisions of the Treaty of Paris, the Platt amendment and by our intervention to secure the independence of Cuba.

Mr. Dick's resolution was defeated, 57 to 79, and Representative Morris of Minnesota, also a member of the compromise committee, moved that the differential duty on refined sugar be abolished. This motion was defeated, 52 to 72, and as this foreshadowed the defeat of the beet sugar men, several of them left the conference to avoid being compelled to vote for the resolution of their opponents.

The amendment of Representative Sibley of Pennsylvania, to limit to Dec. 1, 1903, the period during which the proposed reduction of the Ways and Means Committee should be operative was accepted and the vote was then taken on Chairman Payne's resolution as amended by the Sibley proposition and amid considerable enthusiasm the amended resolution was adopted by a vote of 85 to 31. The conference then adjourned.

FIRE RATES UP ON HOTELS.

New York Insurance Exchange Raise Them 25 Per Cent. on Factories as Well.

The New York Insurance Exchange declared an increase yesterday of 25 per cent. on "special hazards"—factories and hotels—to take effect on April 1 of this year. A rumor was started among the insurance brokers to the effect that there had been a general advance in all lines of fire insurance of from 25 to 100 per cent. A clerk in the office of a well-known Liberty street broker telephoned the rumor as a fact to several newspaper offices.

Secretary Smith of the German-American Insurance Company said that it was a trivial matter, and not out of the ordinary. He volunteered the information that the advance was only one of many that had been made in the schedule in the last year and a half. More advances would be made in the future, when it was found necessary.

Three years ago, before the exchange came into existence, there were 146 companies in the State continually fighting one another, and the result was that very low-rate policies were written. Last year the loss of the companies in this State was nearly $9,000,000.

When asked for specific reasons why the rate for factories and hotels in this city had been advanced, Mr. Smith said that fires like that in the Windsor Hotel, which occasioned a loss to the companies of nearly $1,000,000, and several in so-called fireproof hotels, like the Park Avenue, had drained upon the companies for some time. There are several parts of Brooklyn and Greenpoint where the water pressure and fire apparatus are inadequate, and this has been a factor in the advance.

TALK OF HERLIHY TELLING.

He Denies Conferring With Policemen and Others Who Say "Don't Tell."

Police Captain John D. Herlihy, who is awaiting trial on a blanket indictment for failing to suppress 109 disorderly houses while in charge of the Eldridge street station, denies a report that reached Police Headquarters yesterday that he and another officer of the department and two former members of the force who have been prominently identified with the System have been conferring recently. The report had it that the object of the conference was to impress upon Capt. Herlihy that he should face the music with the same fortitude that Wardman Bassett did and if he had to take his medicine, take it like a man, and not bring others down with him.

Capt. Herlihy, Mulberry street heard, had evinced a desire to tell the District Attorney's office all he knew about police affairs and especially the management of the Eldridge street precinct while he was in command there. Capt. Herlihy's knowledge of how to run a precinct to suit a Tammany administration is said to be quite extensive.

BRIDGE FALLS ON TRACK MAN.

Did not Lower for a Few Minutes in Elm Street—District Without Water.

A footbridge over the Rapid Transit subway in Elm street between Broome and Spring streets tumbled in about 4:30 o'clock yesterday afternoon upon an exposed 12-inch water main, smashing a section of the main. The crack was not a big one, but a jet of water twenty feet high sprayed the nearest houses. The Hugh McLean company telephoned to the Water Department and the water was shut off within a few minutes. The district was without water for the greater part of last night while the break was being repaired. Little of the water got into the subway.

Travel Made Easy.

The Pennsylvania Limited offers all the comforts of the home. Leaves New York daily for Chicago and St. Louis. No extra fare to St. Louis.—Adv.

POLICEMAN TURNS BIGAMIST.

SILVER DOLLAR SMITH'S DAUGHTER MADDEN'S VICTIM.

Married Her in Jersey City the Day After Her Sister's Wedding—Had a Wife Living—Family Rejoicing Turned Into Grief—Bridegroom Has Vanished.

Policeman Joseph Madden of the Eldridge street station was secretly married on last Wednesday to Gussie Smith, the eighteen-year-old daughter of the late Silver Dollar Smith. He failed to show up at roll call on Monday night and Capt. Walsh, his commander, has been unable to find any trace of him since.

According to the police, Madden had another wife living at the time he married the Smith girl and for some months past has been paying her alimony through Capt. Walsh. Madden's second bride and her family are prostrated over the affair and there is great excitement throughout the East Side over it. The most profound sympathy is expressed for the Smith girl and it is safe to say that had Madden made his appearance in the neighborhood of her home in Essex street yesterday he would have been roughly treated.

The girl was the favorite child of Silver Dollar Smith. She was graduated from an academy last spring and is very good looking. Madden was known among his fellow policemen as the "Dandy Boy Cop." He is 23 years old and was appointed a policeman about six months ago. His post since that time had been along the toughest part of the Bowery and he distinguished himself by making several important arrests that earned for him special commendation from his superior officers.

He met the Smith girl about four months ago and it was a case of love at first sight. At the wedding of her sister a week ago yesterday to Isaac Littenberg she and Madden sat at the head of the table and after everybody got through congratulating the bride her engagement to Madden was announced. Then there were more congratulations.

Everybody declared that it was a fine match, as both were young and good looking, and, furthermore, Madden had such a fine job and was sure of a pension when he got old. There was almost as much jubilation over the announcement of the engagement as there was in celebration of the marriage of the other sister. The wedding festivities were kept up all night, and about 4 o'clock on the following afternoon Littenberg announced that he was prepared to take his bride to her new home. Madden and his sweetheart, who had been away all morning, returned at this juncture, and the girl, rushing up to her mother and throwing her arms around her neck, exclaimed: "Mamma, congratulate us. Joe and I are married." She produced a certificate to the effect that they had been married in Jersey City that forenoon. After the shock of the announcement was over there was another impromptu celebration. Littenberg and his wife went to their new home and Madden and his bride remained in the Smith home.

For a week prior to these events Madden had been absent from duty on sick leave. He was ordered to report for duty on Monday night. On Monday morning Roundsman McDermott of the Eldridge street station was in Essex street making some inquiries about Madden. Shortly afterward Madden left the Silver Dollar Hotel hurriedly. McDermott did not see him go, although standing outside the hotel at the time. Madden wore no overcoat and headed toward the Bowery. Some time later Inspector Cross visited the Essex Market police court, and when told about Madden's wedding said: "Why, that man is already married. His wife already has a charge pending before me to compel him to give her better support. He acknowledged to me that she was his wife. This is a shame."

The inspector's statement was quickly made known to the Smith family, and they were dazed by it. It appears that just before this Madden had sent a telegram to his wife, asking her to meet him in West Broadway. She had already gone there with her sister. Here, it is said, there was a scene between the pair.

Madden, it is said, acknowledged that he had already been married, but pleaded that the marriage was forced on him by the woman's mother. He begged wife No. 2 to fly with him.

"Come with me," he pleaded.

"I will give up the police business. I can earn a living. You are the only girl I ever loved. I can't live without you."

She refused to go and urged him to stay in New York.

"No, come with me, Gussie, to Philadelphia. I have friends there," he said.

His pleadings were in vain, and he finally kissed her and hurried toward the Cortlandt street ferry.

A few minutes afterward her brother, Half Dollar Smith, acting on Inspector Cross's statement, went in search of Madden, and met the weeping bride as she was on her way home. Young Smith and two friends went to Philadelphia night before last in search of Madden, but could find no trace of him. They returned yesterday afternoon.

Madden's uniform, shield, club and revolver are in the Silver Dollar Hotel in Essex street. Capt. Walsh will prefer charges against him. If he does not return within five days he will be dropped from the force.

Madden is a veteran of the Spanish-American War, and saw active service in Cuba. He lived with his mother at 34 Division street.

According to one of his brother policemen, Madden declared that he married his first wife at the demand of her mother, who promised him $500 and afterward failed to give it to him. The first wife, it is said, is living in Brooklyn and is well known to the policemen of the Eldridge street station.

Much bitter criticism is being expressed on the East Side against the police of this precinct, because they knew of Madden's first marriage, and also of his engagement to the Smith girl, but did not inform her or any member of her family that the policeman was a married man.

GIFT FROM H. O. HAVEMEYER.

Six Acres of Land Presented to Sound Beach for a New Schoolhouse.

GREENWICH, Conn., March 18.—H. O. Havemeyer for the second time has given evidence of his interest in the educational welfare of the children of Greenwich by a purchase of six acres of land in Sound Beach, which he has presented to the district as a site for a new schoolhouse.

Mr. Havemeyer's attention was first directed to the needs of Greenwich school children ten years ago, when he spent $50,000 for the erection of the beautiful building in the meeting-house district the fund of which was lowered because J. J. Benedict brought his view would be disappointed.

It is surmised that Mr. Havemeyer will contribute handsomely toward the building of the new schoolhouse in Sound Beach if the voters accept his gift. Two years ago when Mrs. J. Kennedy Tod offered a donation of $1,000 toward a fund to build in Sound Beach and other New Yorkers were willing to contribute, the voters decided they did not want a new building. It is said they have seen their mistake and now will have the finest schoolhouse of any country district in the State.

Cramp and be cured with JAYNE'S EXPECTORANT.—Adv.

RUSSIAN SECRETS SOLD.

Reports of an Army Scandal—Austrian and German Consulates Searched.

Special Cable Despatch to THE SUN.

VIENNA, March 18.—The newspapers here have for days been busy printing rumors of a military scandal at Warsaw, the basis of which is the arrest of Col. Grimm of the Russian Army on the charge of selling military secrets abroad.

The latest report of the affair says the arrest was the outcome of a military conspiracy in which certain Generals are involved. One of these, Gen. Puzyrewski, who is visiting Nice, was ordered to return to Warsaw. He has not complied with the order.

It is also stated that the police forcibly entered the Austrian and German consulates in search of the names of Col. Grimm's associates. Subsequently the authorities apologized to the Consuls, alleging that the entering of the Consulates was due to a misunderstanding. The Russian Government has also telegraphed apologies to Vienna and Berlin.

The stories come from a Polish source and probably need much salt, but they are creating a sensation here, especially that part of them referring to the violation of the Consulates.

SCHWAB ON STEEL TRUST PLANS.

Steamship Lines for Future Foreign Trade—Interview in "Cologne Gazette."

Special Cable Despatch to THE SUN.

COLOGNE, March 18.—The New York correspondent of the *Cologne Gazette* telegraphs an interview with Charles M. Schwab, President of the United States Steel Corporation, in which he is quoted as saying that the Steel Trust does not contemplate European conquests, because it can scarcely cope with the home demand.

"We purposely will not raise prices," said Mr. Schwab. "Lean years may follow when the Steel Trust will dispose of its surplus output in England. France, Austria and Germany will protect themselves by tariffs. The trust will then, however, get hold of the great export trade, which has hitherto been in the hands of Germany, to East Asia and Russia, unless a special treaty is concluded by Germany and Russia."

Mr. Schwab concluded by saying that American purchases of steamship lines were in connection with the plans just outlined.

GERMANY MAY BAR MARCONI.

Adoption of the Arco-Slaby System a Check to the Italian.

Special Cable Despatch to THE SUN.

BERLIN, March 18.—The Emperor's order for the exclusive employment of the Arco-Slaby system of wireless telegraphy on German warships and at the German coast stations is regarded as securing the adoption of the system by the German mercantile marine.

It is stated that the Government, with the view to protecting the German engineers, is preparing a law by which Signor Marconi will be prohibited from erecting stations on the German coasts. It is declared in engineering circles that Marconi is trying to obtain a world monopoly, which the Government will aim to frustrate in German interests.

Experts contend that the Arco-Slaby system is in every way equal to that of Marconi.

PLOT AGAINST AUSTRIA.

Anarchist Attempt to Blow Up Warships Discovered.

Special Cable Despatch to THE SUN.

VIENNA, March 18.—A sensational report is current here to the effect that a plot has been discovered to blow up with dynamite the warships Arpad and Hapsburg at their dock at Pola. It is stated that a quantity of dynamite was stolen from the Government stores at Trieste. A schooner was seen approaching the dock suspiciously. The vessel was pursued, but escaped.

The Government had been previously warned from Italian and French sources of an Anarchist plot to destroy the warships, whereupon several torpedo boats were ordered to guard the vessels, while others were instructed to patrol the coast. The Admiralty is investigating the matter.

BULLET DOWNS FERRY PILOT.

Stuns Him as He's Taking Boat Into Slip—Deckhands at Target Practice.

As Pilot James Johnson of the Fourteenth street ferryboat Hoboken was taking his boat into her slip on the Jersey side of the river on Monday evening the outlook window was shattered and a bullet grazed his head so closely that it clipped off some of his hair. Fragments of glass were carried into his face and eyes, and he sank blinded and stunned beside the wheel.

A quartermaster on deck saw him fall and reached the pilot house in time to take charge of the wheel. The boat was crowded with passengers, but the incident wasn't generally noticed and there was no excitement. When the Hoboken was berthed a deckhand summoned Patrolman Kenny.

Kenny ran across some deckhands of the steamer Plymouth, which is undergoing repairs at the Fletcher machine works, shooting at a target set up on one of the pier stanchions. The bullets had been whizzing out into the river for half an hour to the danger of passengers on ferryboats and other passing craft. Johnson refused to make a complaint against the men and no arrests were made.

MOTORMAN'S VOICE GONE.

Thinks a Leak in the Current Shocked Him Speechless.

Frederick Waite, a motorman on an uptown Third avenue trolley car, met with a singular accident while at work yesterday afternoon. His car had reached Sixteenth street when Conductor Cook saw Waite fall back against the door.

The car went on some distance until Cook turned off the power and put on the brake. Waite meanwhile was lying unconscious on the front platform. An ambulance was summoned and he was taken to the Flower Hospital. There he regained consciousness, but could not articulate. He explained in writing that he must have been shocked by a leak of the current. At a late hour last night he was still unable to speak.

FIRST CARNEGIE LIBRARY.

Plans for the First One in New York Were Filed Yesterday.

Plans have been filed with the Building Bureau for the first of the Carnegie free libraries by James Brown Lord. The library is to be a three-story building with a four-story extension, of ornamental limestone, 40 by 62 feet, located on the plot at 225 and 224 East Seventy-ninth street, between Second and Third avenues, the land being given by the city. The building is to cost $50,000.

Twenty-Four Hours

is the time consumed in a journey to Chicago, via the Pennsylvania Railroad. Tickets leave West 23d, Cortlandt and Desbrosses Sts. at convenient intervals.—Adv.

BIG PIER FIRE AGAIN.

Hoboken Shipping Hurt for the Second Time.

BLAZE SPREADS ACROSS RIVER

Carried by Burning Lighters to Manhattan Floats.

The Phœnix Pier in Jersey Destroyed—Steamer British Queen Pulled Out All Afire, a Total Loss—More Hoboken Piers Scorched—Liner Maasdam Towed to Safety—Hudson All Aglow for Hours With the Glare From Drifting Small Craft—Damage Near a Million—One Man Burned, 2 Missing—Piers Here and on Governor's Island Afire.

Hoboken had a great waterfront fire last night, its second in less than two years. One steamship pier, leased by the Phœnix Line, was destroyed, and the steamship British Queen of that line was burned practically to the water's edge.

The pier of the Barber Steamship Line was slightly burned, but no serious damage was done there. The pier of the Holland-America Line, which was the next pier to the south, escaped without being so much as scorched.

A number of oil and alcohol-laden barges and lighters floated out into the stream from the burning piers and drifted down the North River with the tide, making a glorious night spectacle for those who live in the high places on either side of the river.

It was believed last night that there had been little loss of life in the conflagration. This hope can only be made into certainty by a roll call this morning of the 250 longshoremen who were working on the Phœnix Line pier when the fire started. One officer and one of the crew of the steamship British Queen were reported missing.

There were rumors that men and women had jumped from some of the burned lighters into the river, but no verification of these stories could be obtained afloat or ashore last night. Chief Engineer Scott of the British Queen, who was seen about the ship a few minutes before the fire, was nowhere to be found at midnight. His fellow officers were certain that if he had not perished in the flames he would have been foremost among those who were fighting to save the other piers.

At a little after 11 o'clock last night the river, which had been lighted here and there by burning barges and glowing towers of smoke ever since half-past 8 o'clock, when the fire started, was further illuminated by the blazing shape of the big British Queen, which was dragged out into the middle of the stream and, half drifting, half towed by tugboats, went, hissing and spouting sparks and tongues of flame, down toward the Jersey flats, where it was the apparent intention of the craft escorting her that she should be beached.

For more than two hours steamship after steamship had been pulled out from the threatened piers and had taken safe anchorages in the middle of the stream. The Heathburn of the Phœnix Line, a steamship, whose crew of thirty-five Chinamen had fled ashore from the pursuing flames only to be imprisoned by the United States Customs officers because they were violating the Chinese Exclusion law, was the ship most endangered. She was encumbered with a big grain lighter, which was loading cargo into her. Steamship and lighter together were towed over to a point about opposite Canal street and anchored there.

The Heathburn was followed to safety by the Maasdam. The Norge and the North German Lloyd ships Rhein and Karlsruhe got up steam and cast loose all but one tethering cable in their anxiety to be ready for a quick retreat, although they were a mile or more from the piers where flame and smoke were illuminating the river.

The burning oil barges, while of inconsiderable value as compared with the steamships, were all night long a blazing menace to New York's downtown districts. The New York fireboats hung about the burning piers and darted in every time one of the blazing boats broke away from its moorings, making every effort to quench its flames before they should be carried down by the tide and across by the wind to the New York side of the river.

In spite of the best vigilance of the fireboat captains, however, three lighters reached the New York side with enough fire aboard to cause alarm and make trouble.

BEGINNING OF THE FIRE.

At a little after 8 o'clock there was a puff of smoke in the middle of the Phœnix Line pier, which is about the northernmost pier in Hoboken. The pier is covered with a wooden shed. On the north side of it lay a number of Standard Oil lighters and barges, some loaded with oil and cottonseed oil cake. On the south side was the steamship British Queen, which was loading for Antwerp. All of her six hatches were open and there were 150 stevedores at work on the ship and 100 longshoremen busy on the pier. The fire seemed to the men on the pier to have started near a great stack of cotton bales which was piled midway in the pier and which was destined for the hold of the British Queen.

The fire flashed through the cotton so quickly that the men working on the river end of the pier had no time to get to the shore. Some of the men were foolish enough to take refuge on the oil lighters on the north side of the pier. Others made for the steamships, apparently with the notion that the ship could easily take them out to safety. A few minutes later they were leaping like frogs from a stump log from the gangwaysof the steamer into the basin south of it and swimming for the Barber Line pier, which was next to the southward. The Heathburn was on the north side of the Barber pier and was surrounded by lighters, among which was the big grain elevator.

Many lighter captains keep their families on board with them. The women and children at first seemed to regard the fire rather as an interesting spectacle than as a menace to their own safety and took part with the greatest enthusiasm in the rescue of the swimming sailors and longshoremen from the British Queen. Within a very few minutes, however, the British Queen herself was ablaze from stem to stern and even her masts were flaming firebrands, trembling in the intensity of the upward draught which the heat of burning steamship and pier had caused.

SCRAMBLING FROM OIL BARGES.

In the meantime the fire had worked against the wind to the north side of the Phœnix Line pier, where the oil barges were, and probably the first flashes which caught the attention of the people in the high buildings on the New York side were the red, smoky flames which went roaring up a hundred feet high from these barges as soon as the fire reached them. Among these was the New York Central barge Tonawanda, on which besides the captain and his crew were the captain's wife and daughter.

As soon as he saw the way the oil barges on either side of him were blazing he threw his wife and child overboard and jumped after them. They were all picked up by a cutter which put off from the plaster factory to the north of the Phœnix Line pier and which was manned by New Jersey Naval Militiamen.

TUGS TO THE RESCUE.

With the first glow of fire on the pier there came puffing out of the darkness of the river as if by miracle a great fleet of Pennsylvania Railroad tugboats. They worked as if their captains had been practicing on waterfront fires to the exclusion of all other tugboat work. As a matter of fact the Pennsylvania does have a fire drill for its tugboats and they are frequently drilled in just such manœuvres as those which they practised so creditably last night.

One tug, for instance, with two or three lines of hose throwing out fountain-like shields of spray would protect the crew of a second boat which would run in to throw a grappling hook and cable aboard of a floating barge. Then the tug which was doing shield duty would manœuvre so as to cut off as much as possible of the heat from the towing tug and the hawser until the barge or the lighter was dragged out into the middle of the river. There the blazing thing was held, an island of yellow light, and with an aura of glowing smoke, while the Zophar Mills or some other New York fireboat poured salt water upon it until there was no more danger. One big oil lighter was towed north of the burning piers, and its ruddy flames marked the northern limit of the fire until the tide turned.

A New York Central barge, probably the Tonawanda, came down the middle of the river at about half-past 9 o'clock and made so much of a light that many people, notably the diners at the banquet of the Arkwright Club in the airy dining room at 320 Broadway, thought that it was a big steamship. She was finally anchored by a Pennsylvania tug off Dey street and was a floating bed of coals for the rest of the night.

GOOD WORK BY HOBOKEN FIREMEN.

The Hoboken Fire Department is a somewhat abler body of fire fighters than it was when the North German Lloyd piers, which were immediately south of the three piers which were threatened and burned last night, were destroyed. There were about four engines and two or three hook and ladders stretching lines of hose into the piers and doing the best they knew how to stop the fire.

There were hundreds of volunteer workers among the thousand sturdy Hoboken German-Americans who came down to look at the fire and every uniformed fireman became the head of a company of twenty or more ununiformed men who dragged hose and rolled oil barrels and did anything else which either fireman or policeman suggested would be helpful.

When the North German Lloyd fire occurred Palmer Campbell had a great storage warehouse immediately behind the burned piers and it was destroyed with them. Since then the warehouse has been rebuilt behind the three piers which were on fire last night and thus Mr. Campbell's property was for the second time endangered. One of the engines, however, was kept busy doing excellent service saving this warehouse from sparks, with such good results that at half-past 11 o'clock, when Chief Applegate of the Hoboken Fire Department announced that the fire was under control the warehouse had not been anywhere seriously scorched.

OIL CAKES, ALCOHOL AND KEROSENE.

Among the craft which had been tied up near the British Queen was a barge loaded with cottonseed oil cakes and another barge, on which were eighteen barrels of alcohol. Neither firemen nor longshoremen nor tugboat men were willing to go near the alcohol boat, and the oil cake boat was almost as menacing. At about 10 o'clock the lines holding the two boats to the side of the British Queen parted and both of them drifted slowly, but certainly, over toward the berth from which the Heathburn was just being pulled out. They missed the Heathburn by the narrowest margin, and, in fact, scorched her stern and then lodged against the side of the Barber Line pier.

In a moment a space of two or three hundred feet on the outside of the pier was ablaze. Inside were hundreds of barrels of kerosene. With heroic coolness two companies of Hoboken firemen assisted by twenty or thirty policemen and a number of employees of the Barber line began rolling these barrels ashore.

The fire never reached one of them. If it had the story of subsequent events would undoubtedly have been very different. The only damage done to the Barber Line pier was the burning of a hole about as big as a barn door where the alcohol and cottonseed burned for a few minutes until they were taken away. On the other side of the Barber Line pier was the big steamship Norge. In the first effort to get the Norge out she had been jammed in between the Barber pier and the Holland-America pier, so that she effectually closed the basin between them and none of the larger ships imprisoned could possibly be moved.

The chance of sulphurous imagine that went up from the explosions of the barges and lighters that unpleasant night easily have started another conflagration. There were moments when the thunder and shriek of cape words drowned the roar of the fire above, but the Norge went out safely despite a bunch of blazing cotton bales which boiled about under her barge until she was well out into the stream.

After her departure the small craft were in no danger. Nevertheless, the Holland-America company took the precaution of putting all its boats and movable safes upon trucks, to be carried up into the town out of the dangerous district.

Capt. Patterson of the British Queen was not on his ship. He was very ill when his ship came in and was taken to a hospital as soon as possible after her arrival. Quartermaster Peters, who was in charge of the British Queen last night, said he was asleep in his room when the fire came aboard and waked him. He ran forward to the forecastle. There were two men asleep inside, but before he could rouse them, he said, the flames drove him back, and he was sure these two men must have perished. There were thirty-two other men in the crew, only one of whom, Jensen by name, was reported missing.

All the property which was endangered by the fire last night was owned by the Hoboken Land and Improvement Company and by that company leased to the occupants of the various piers. The damage done by the fire was roughly estimated last night at $1,000,000.

Five longshoremen who had been working on the Phœnix Line pier when the fire started were badly burned in their race through the flames to the shore end of the pier. All of them were taken to St. Mary's Hospital, Hoboken, where it was said that all but one of them would recover. The man fatally hurt was Patrick Hussey.

The officers of the Hoboken Fire Department said that they were satisfied that the fire had not started by spontaneous combustion in the cotton bales. They said that the flames were first seen issuing from wicker hampers piled near the cotton bales and that they intended to find out what was in those hampers.

Fire Chief Croker went out on the police boat Patrol at midnight in order to reach one of his fireboats. He said that it was all very well for New York fireboats to be doing all they could to help Hoboken when Hoboken was in trouble, but that he felt that it was only right that at least one fireboat should be held in reserve to protect New York's waterfront at a time when all sorts of floating fires were coming down stream and up stream against Manhattan piers. He brought back the New Yorker to her berth.

Fireman McDaniell of the New Yorker saved the life of Christopher Kelly of the Pennsylvania tugboat Johnston, who fell overboard while the tug was trying to put out the fire on the Tonawanda, the boat which made more trouble than any other craft on the river, not excepting the British Queen herself.

NORTH RIVER FULL OF FIRE.

Flotilla of Blazing Barges Drift Devious on the Changing Tide and Try to Set New York Afire in Three Places.

A SUN reporter watched the fire from soon after the start from a powerful steamer which had business in that neighborhood up to nearly midnight.

Every tug in the harbor that was not otherwise occupied hurried up looking for salvage. There was plenty of work, but it was dangerous work. The high northwest wind blew the flames from the burning piers, the lighters and the steamship British Queen directly in the faces of the crews, so that it was a slow task to make lines fast or even get within the necessary distance of the burning craft.

The Maasdam of the Holland-America Line backed out into the river under her own steam and anchored in midstream in safety. The steamship Heathburn of the Barber Line was not so fortunate. Fire broke out in the stern, but the crew went to work with a will and as the Heathburn was slowly towed away from her berth the fire was put under control. Like the Maasdam, she was soon in midstream out of danger.

The steamship Norge, also of the Barber Line, which occupied the south side of the pier, became wedged in in such a manner that for a time it was impossible to move her and it was believed that nothing could save her, but after much energetic work on the part of the towboat captains she was got free. This was not accomplished without a heap of swearing, for the captains were temporarily shut off from a chance to get at a fleet of barges which were between the steamship and the shore.

CHAMPION HAULS OUT BRITISH QUEEN.

When these steamships had been rescued the attention of the tugboats and the Merritt-Chapman wrecking steamer Champion was directed to the British Queen. By 9 o'clock this vessel was a roaring furnace, the heat from which was insufferable and the smoke blinding. The little tugboats could not, or rather dared not, get within fifty yards of her blazing stern in order to make fast a line. For a time it seemed as if the British Queen must burn herself out close to the dock and incidentally set fire to the Barber Line pier, toward which she gradually veered around.

But the Champion proved equal to the task; the big wrecker steamed slowly up under the British Queen's stern and a deckhand prepared to climb aboard; the Champion's bow was so high that it was an easy matter to set a ladder against the steamer's taffrail.

MADE FAST ON THE BURNING DECK.

The deckhand with a hawser wound around his body clambered up, while hundreds of men afloat watched him with breathless excitement. With tongues of flame curling about him and suffocating smoke blowing squarely in his face the man leaped upon the deck of the steamship and made the hawser fast. Then, as agile as a cat, he turned and fairly slid down the ladder to the Champion's deck.

A cheer greeted this brave act, and the next moment the Champion slowly backed out into the stream. The British Queen, with flames leaping high into the air, was towed away from the dock, and the backbone of the fire was broken.

As she drifted into the stream she provided a wonderful picture, and she a scare, lest she come in contact with the many other vessels that were hurrying up and down and across the river.

TOWING BLAZING BARGES OUT.

The tugboat Blodgett then steamed in to the loading basin and proceeded to drive four barges that were burning to the water's edge into the river. Then the Blodgett turned back for other work.

This proceeding came near resulting disastrously.

FLOATING FIRE THREATENS MANHATTAN.

One barge loaded with burning pile floor drove upon the south side directly upon the Maasdam. The latter's captain, who was on board the police boat Patrol, was hurrying out to his ship at the time. The Maasdam's crew were on the alert and as the burning barge drew near they prepared to greet it with a flood of water. At the same moment a tug threw a line to the steamship and had barely gotten her under way when the barge floated past.

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