

TERRIBLE FIRE AT HOBOKEN

Over Two Hundred Perish in the Flames at the Piers.

OCEAN LINERS DESTROYED

Passengers and Crews on the Steamships Main, Saale and Bremen, Unable to Escape from the Ships, Dive to Death, Some Into the Water, Some Into the Fiery Holds.

Loss of Property Enormous—List of the Missing.

New York, July 1.—The losses sustained in the fire at the docks of the North German Lloyd Steamship company in Hoboken yesterday are tonight conservatively placed at nearly \$10,000,000.

One of the officers of the steamship Bremen said today that there were fully 200 persons on board that vessel when the fire touched there, the majority of them being women.

The property loss can simply be approximated at this time. None of the fittings and stores could give anything like a precise estimate of their losses, and none was prepared to make a statement on this point.

The warehouses of Palmer Campbell, which were across the street from the North German Lloyd line docks, suffered greatly, and a number of houses along the street were scorched badly.

The loss on the steamship properties and to other companies is estimated tonight, approximately, as follows:

The steamship Main of the North German Lloyd line, cost \$1,500,000, outside of cargo, fittings and stores, was lost in place at \$1,200,000 for that vessel and about \$400,000 for the fittings and stores and cargo that was aboard of her.

The steamship Bremen of the North German Lloyd line cost \$1,250,000 and her fittings and cargo were valued at \$300,000. The cargo and stores were entirely consumed and the loss to the vessel proper will amount to at least \$700,000.

The Saale, the steamship which will have the most horrible story of death to unfold when the divers go down in her, cost the North German Lloyd company \$1,250,000, and the fittings and cargo were valued at \$300,000.

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The loss of life will probably prove greatest when the wreck of the Saale has been searched. Already a number of bodies have been taken off her, and as soon as the fire in her hold has subsided enough to allow anyone to go down in her, there is every probability that many bodies will be found below decks, as various tugboat captains claim to have seen thirty or forty persons in one compartment just before the Saale went down.

Of the 256 persons who were reported missing tonight, it is believed that some will be found safe in sailors' boarding houses in this city and Jersey City and Hoboken.

The North German Lloyd officials deny that any passengers were lost; declare that few, if any, visitors perished, and that the loss of life was almost entirely among employees of the company.

ESTIMATE OF LOSS. Conservative People State That 200 Lives Were Sacrificed.

New York, July 1.—The fearful havoc to life and property, caused by the fire which broke out at the docks of the North German Lloyd company in Hoboken yesterday, cannot be approximated with any degree of certainty.

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fire by burning driftwood, will amount to about \$20,000.

The personal losses sustained by those aboard the steamships can simply be surmised, there is no exact accounting at this at the present time.

"I believe," Mr. Bonner said, "that the loss to the cargo on the three ships will exceed \$1,000,000. As to the loss of cargo on the piers, it is difficult to estimate, for there was both inward and outward-bound cargo there."

"The greatest damage to the cargo of the Saale will be that done by the water. I believe that the hull of the Saale below the water line is all right, and also her engines. In a visit to the Bremen we found that while the hull is in good shape, apparently, the cargo is lost. The Bremen now has a list to port and there is some danger that she may break if she lists further. The Main, like the Bremen, was still burning when I was there."

Agent Schwab Interviewed. Gustav Schwab, the agent of the North German Lloyd Steamship line, said tonight: "Things are in a very unsettled condition as yet, and I have been hard at it today gathering up information. I have been on a tour of inspection this morning and in a tug visited all three of the wrecked vessels, as well as the Kaiser Wilhelm Der Grosse. She will leave on her regular trip, Tuesday, at 10 a. m."

"The Saale was the first vessel we visited. From there we went to the Bremen and the Main. Both of the vessels are still burning. I should not say that any of the vessels would be a total loss. They look worse from the outside than they really are. After they are pumped out we can tell better what the loss is. Both the Bremen and the Saale are, however, pretty badly damaged. Wrecking companies are already working on the Saale, and she will be pumped out as soon as possible."

"I will not give any figures, nor can I estimate what the amount will be. The loss on the ships will be estimated by the home office. We received a cable this morning from them asking for information. The home office knows the value of the ships. I can only guess roughly at the cost. The piers in Hoboken are all insured in local companies, but I do not feel that I can give the names of the companies."

"There was on the pier a quantity of cargo, which, of course, was destroyed. We are not responsible for the cargo, either on the ship or on the pier."

"The cargo on the pier comprised clothing, machinery, measurement goods, tobacco, cement and general merchandise."

Mr. Schwab states that there were no passengers on the steamship Saale, and that if any bodies were found, other than those of the crew, they were the remains of visitors, for Saturday was visiting day with the line and it was probable that there were a number on board at the time of the fire.

The Injured. It is estimated that from three to four hundred persons were injured and taken to the different hospitals in this city, Jersey City and Hoboken. Many of them were found to be not seriously hurt and were discharged today.

Rescued from the Bremen. At 4 o'clock this morning nineteen machinists and firemen were taken off the steamship Bremen, after being held very close to the dock by starting them in the face for nearly twenty-four hours. They were brought ashore on the tugs and taken care of in hotels near the company's charred property.

Three dead bodies were picked up today near the Hamburg-American line dock in Hoboken. One of them was identified as Miss Lena Cordts, a stewardess of the steamer Saale; the other two were bodies of men, one of whom was identified through a rent receipt found in his pocket as Henry Cordell, of Hoboken.

Other Boats Burned. Eight barges and eleven canal boats were either burned or sunk with their cargoes. Total valuation, \$125,000.

It was said today that some of these people had come to this city to inspect the ship, which had been chartered to take five hundred of them to England, and that they were in the rear when the flames broke out on the pier.

As many people, to avoid being roasted to death on the three steamships and the docks, jumped overboard and were drowned, searching parties kept a close watch today along the shores of the North river, Brooklyn and Staten Island. As the tide was on the turn when the people were lost in the water, it is believed that their bodies were carried upstream and when they rise will come to the surface above Twenty-third street, unless they drifted into the central current and caught the flood tide running out. They are likely to be discovered mostly in the upper bay. Relatives of the missing, employed rowboats and men to patrol in the vicinity of the disaster in the hope of picking up the remains of the missing ones. Other boats searched for the dead on speculation.

Captain Mirow's Body. Agent Schwab, of the North German Lloyd company, said this afternoon: "On the deck of the Saale a body was found today, which is probably that of Captain Mirow. It was burned beyond recognition, but Mr. Bonner identified a knife which was found on the body as one belonging to the captain. There was also found by him a mass of molten gold which he believes to be the heavy gold chain which the captain wore. Captain Mirow was married and resided on the other side."

The company is looking out for the wounded and survivors and we are trying to muster those who are left in Hoboken. Our work is trying to get accurate lists of the dead and wounded. The pier looks like a scene of a battle, with the people here, the list is very hard to get for much that has come out at first has not been accurate."

When the fire broke out and many jumped overboard, it was quickly ascertained that the steamship Saale was the first to be damaged. Again the ships separated, some going up the stream, some down the stream, and the men scattering. Many are missing. As to the loss of the cargo, the pier looks like a scene of a battle, with the people here, the list is very hard to get for much that has come out at first has not been accurate."

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MR. HILL IS SUMMONED BY BRYAN

Statesman from Wolfert's Roost Hastens to Lincoln.

THE CAUSE OF SPECULATION

An Impression That the Conference Will Be in Reference to 16 to 1. Discussing Vice Presidential Ticket—Mr. Croker's Views—Elliott Danforth Not a Candidate—A Desire on Part of the New York Democracy to Give the Money Question Passing Reference Only—New York Will Support Hill.

Kansas City, July 1.—Former Governor D. B. Hill, of New York, arrived here early today from St. Louis, having left Albany on Friday. As he was leaving the breakfast room at the Coates hotel, shortly after his arrival, he was handed a telegram from Mr. Bryan requesting him to come to Lincoln at his earliest convenience.

He expects to return to Kansas City tomorrow morning. The telegram calling the governor to Lincoln conveyed no intimation as to Mr. Bryan's object in summoning the distinguished New Yorker. Mr. Hill himself disclaimed any knowledge of the purpose in Mr. Bryan's mind when he sent the telegram.

The summons from Mr. Bryan created the first distinct sensation of the ante-convention proceedings. While few people saw Mr. Hill before he left for Nebraska, the fact that he had gone at the request of Mr. Bryan was soon noted about the hotels and was the principal topic of discussion. Opinions varied widely as to the object of the conference, out, as nobody had any really definite information, the gossip was speculative, purely. In some quarters it was suggested that Governor Hill's visit was not in response to a summons from Mr. Bryan, but was prompted by a desire on the part of the New Yorker to have a talk with the Democratic leader as to the financial declaration to be made in the platform.

It is known that Governor Hill does not desire a distinct declaration in favor of 16 to 1 and it will be an effort to induce not only Mr. Bryan, but also the convention, to accept a modified plank which, while not specifically declaring for the free coinage of silver at the ratio of 16 to 1 will be such a re-affirmation of the Chicago platform on that subject as will prove satisfactory to all elements of the party.

Mr. Croker's Sentiments. Kansas City, July 1.—Richard Croker, Dr. Crosby, health commissioner of New York city; former Senator Murphy, and other members of Tammany were the first of the New York delegation to appear. They arrived this morning, fatigued from the long, hot ride, and remained in their apartments most of the day. Mr. Croker and Senator Murphy, however, visited the convention hall during the afternoon. Neither would talk on politics.

"Tammany rather favors the nomination for the vice-presidency of a man from some close western state, say Ohio or Indiana," said Dr. Crosby. "But whoever is nominated will receive royal support, and we will expect to win with him. Dan Shiveley, of Indiana, will make a first-class man, but anyone, so long as he is a good Democrat."

"Senator Hill, for instance?" "Yes, Senator Hill. I know these are Mr. Croker's sentiments. The platform as adopted by the convention will be a compromise between the two. Elliott Danforth, of New York, was one of the early callers today at the apartments of former Governor Hill. He did not see Mr. Hill, as the latter already had left for Lincoln.

"In the ordinary acceptance of the term," said Mr. Danforth, "I am not a candidate for the vice-presidency or for any other office. Our delegation is not here yet—at least all of the members are not—and as no conference has been held by the delegates, no course of action has been mapped out. I should be proud to be a candidate for vice-president on the ticket with Mr. Bryan, but I am not seeking the nomination and shall not, believing that the convention will do that which is wisest and best."

"As to the platform," replied Mr. Danforth, in response to inquiry, "the position of the New York Democracy was very well defined in our state platform. Our people by the attitude of their representatives in that convention are not in favor of having the platform adopted by the Kansas City convention emphasize the declaration that the money question is the issue of this time of paramount importance. Personally I gave cheerful and cordial support to the candidates and platform of 1896 and I will give the same earnest support to the candidates and platform of 1900. To my mind, new issues of vital importance, not alone to the Democratic party, but also to the people of the United States, without reference to party affiliation, have arisen. These issues will be pressed to the front in the approaching campaign, not so much, perhaps, because they are set out in political platforms, as because they are the issues in which the people themselves are most deeply interested."

The New York leaders, who are known as the Croker faction, did not meet ex-Senator Hill after their arrival in the city. Mr. Croker, ex-Senator Murphy and Judge Van Wyck, had conferences with Senator Jones and other Democratic leaders during the day, but little developed regarding either the platform or the vice-presidential candidate.

"Will New York support Hill for vice president?" Mr. Murphy was asked. "Yes, if the convention wants and he will be a strong candidate, too. He has strength through the state and would poll a good vote. The organization would give him hearty and loyal support if he should be named. New York is not presenting any candidate, but will support any one the convention wants."

THE NEWS THIS MORNING

Weather Indications Today: FAIR; WARMER.

- 1 General—More Than 200 Lives Lost in a Hoboken Fire. German Minister Murdered by the Boxers. Bryan Calls Hill to Lincoln. 2 General—Northwestern Pennsylvanians. Financial and Commercial. 3 Local—Opening of the West Scranton Postal Sub-Station. Farewell Sermon of Rev. Dr. Pierce. 4 Editorial. News and Comment. 5 Local—Turnpike Company Will Repair Abington Turnpike. Mention of Some Men of the Hour. 6 Local—West Scranton and Suburban. 7 Round About the County. 8 Local—Live News of the Industrial World. Orders for the Camp at Mt. Gettysburg.

GERMAN MINISTER MURDERED

His Body Hacked to Pieces by Chinese Boxers.

GHASTLY CRIME AT PEKIN

Servants at the German Legation Killed and Their Bodies Cremated in Burning Buildings—Consuls Entertain but Little Hope That Any Foreigners at Pekin Have Escaped Assassination.

London, July 2.—Official dispatches received by the consular body at Shanghai, an Express cable, dated Shanghai, July 1, says it is confirmed in the fullest manner the report of the butchery of Baron Von Ketteler, the German minister, on June 18. The ambassador was riding on Legation street, when he was attacked by Chinese troops and Boxers, dragged from his horse and killed. His body was hacked to pieces with swords. The German legation and six other buildings were burned, and a number of servants of the legations were killed and their bodies thrown into the flames. Official confirmation of this ghastly business has created the utmost consternation among the consular generals of the powers, who expressed fears that a "Poutraunce" will be declared against the Pekin government. The consuls entertain little hope that any foreigners are left alive in the capital. There were 100 foreigners connected with the legations, fifty in the custom house, English and American tourists, and others to the number of 150, and nearly 500 legation guards.

The British foreign office, the Daily Mail learns, has received news from the British consul at Che-Poo that Baron Von Ketteler has been killed, but no other information.

Dispatch from Goodnow. Washington, July 1.—Two important cablegrams were received by Secretary Hay today from United States Consul Goodnow, at Shanghai. The date is understood to be that of last night. The text is withheld, but the consular states in substance as follows: "It is rumored in Shanghai that the German minister to Pekin, Baron Von Ketteler, was killed at Pekin on the 18th of June. One the 23rd of June three of the legation buildings were still standing; the others had been burned. On the 26th of June a dispatch was received at Shanghai from Yung Lu (believed to be the viceroy of the province of Chile, where the principal troubles have occurred) stating that the other ministers were safe. Dispatches to Shanghai from different sources indicate that Prince Tuan, father of the heir apparent, seems to be absolutely in control at Pekin and that his attitude is the worst possible and most hostile to foreigners. It is even said that he issued an edict far back as the 20th of June ordering all viceroys to attack the foreigners their respective provinces, an order which has not so far been obeyed."

AMERICAN CASUALTIES. Result of Engagements of Relief Expedition of June 25. Washington, July 1.—The following message was received this morning at the navy department: Chief, July 1. Secretary Navy, Washington. Following telegram from Kempff, casualties, relief expedition, June 25: Killed—Boatman Mate Thomas Thomas, Gunner Mate Benjamin Benson, Apprentice Brown, Landman Severn. Wounded—Boatman Mate Holsky, Machine Gunner, Landman Jos. Kilaaky, Chief Tawney, Captain McCalla, Fireman Howe, Landman Garrity, Coxswain Evans, Quarter-master Conroy, Coxswain McMay, Fireman Flaherty, Seaman Lloyd, Child, Anderson, Jensen and McKervey; Landman Philip Volinberger, Coxswain Thomas, Landman Appropriation Johnson, Boatsman Welch; Private O'Brien. (Signed) Chief.

The records of the killed show that Thomas Thomas was born in Copenhagen in 1850. A married sister lives in Philadelphia. Benjamin Benson was born in Mandahl, Norway, in 1874. His mother still lives at Mandahl. Harry A. Bromar was born in Duluth, Minn., in 1885. His mother still lives there. Harry Severn was born in Norway in 1878. His father lives at Chicago.

FOUR ARE DROWNED. Accident to a Fishing Party in Boston Harbor. Boston, July 1.—Four persons of a fishing party of eight were drowned in the harbor today by the overturning of their boat. The drowned are: John Cohen, Charleston William Dinwiddie, Cambridge; Harry Reed, Boston; Walter Lord, Mattapan.

WEATHER FORECAST. Washington, July 1.—Forecast for Monday and Tuesday: Eastern Pennsylvania—Fair and warmer Monday; Tuesday, fair and light northerly winds.

Drowned in the Delaware. Trenton, N. J., July 1.—James Miller, a traveling salesman and a prominent member of the county school board of this city, was drowned in the Delaware river today.

PENNSYLVANIA WINS.

Red and Blue Varsity Crew Again Champion—Wisconsin Defeated by Half a Length—Wisconsin Takes Freshmen Race. Poughkeepsie, July 1.—In one of the most remarkable boat races between college crews, and, indeed, between any crews, Pennsylvania outwitted Wisconsin and Cornell and won the "varsity eight-oared shell race here yesterday on the Hudson river by barely half length. The finish between Pennsylvania and Wisconsin was a most exciting one. Cornell at about the three and one-half mile mark weakened perceptibly and fell behind, and for a while it looked as if the Ithacans would be a prey for Columbia. The New Yorkers, however, could only beat Georgetown, and so the race ended.

The Time. University Race— Pennsylvania..... 13:44 2/3 Wisconsin..... 14:46 2/3 Cornell..... 20:04 1/3 Columbia..... 20:08 1/3 Georgetown..... 20:19 1/3 Freshmen Race— Pennsylvania..... 8:42 2/5 Wisconsin..... 9:54 2/5 Other times not taken because of darkness.

DEATH OF ADMIRAL PHILIP. The Hero of Many a Naval Fight Passes Away. New York, July 1.—Rear Admiral John W. Philip, commandant of the Brooklyn navy yard, died at 3:15 yesterday afternoon of heart disease, at the navy yard.

An organic affection of the heart was the cause of his death. His wife was at his bedside when the end came. The funeral of Rear Admiral Philip will take place at the navy yard, Brooklyn, on Monday at 4 o'clock. The body will be taken by tug to the Pennsylvania railroad, the train leaving there for Annapolis at 9 p. m. The body will be buried in the cemetery at Arlington on Tuesday afternoon.

Steamship Arrivals. New York, July 1.—Arrived: Potsdam, Rotterdam and Boholague. Questions—Arrived: Serbia, New York for Liverpool. Sailed: Campania (from Liverpool), New York. Southampton—Sailed: Konig Luise (from Bremen), New York. Departed: Prinsendam, Antwerp for New York.

Suicide at Sunbury. Sunbury, Pa., July 1.—E. D. Killian, aged 61 years, of Chicago, a traveling salesman, representing the Acetylene Gas company, of Bridge-water, Va., committed suicide today at Island Park, a pleasure resort about a mile from this city. He was found suspended from a tree.

Two Children Burned. New York, July 1.—Fire, believed to be of incendiary origin, destroyed the home of William Gilson, adjoining the Clifton race track near Paterson, N. J., early today. Two children, girls, 8 years old, and 13 1/2 years old, were burned to death.