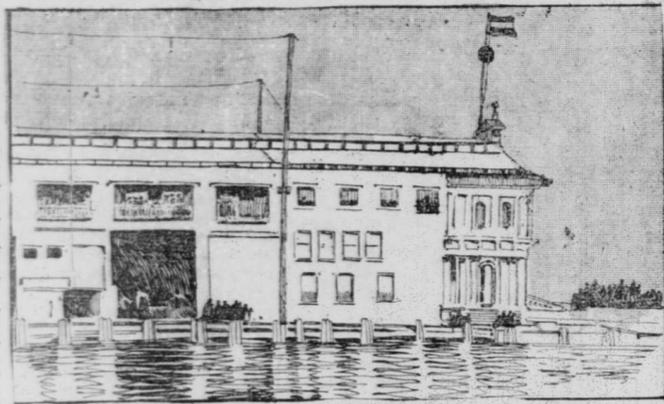
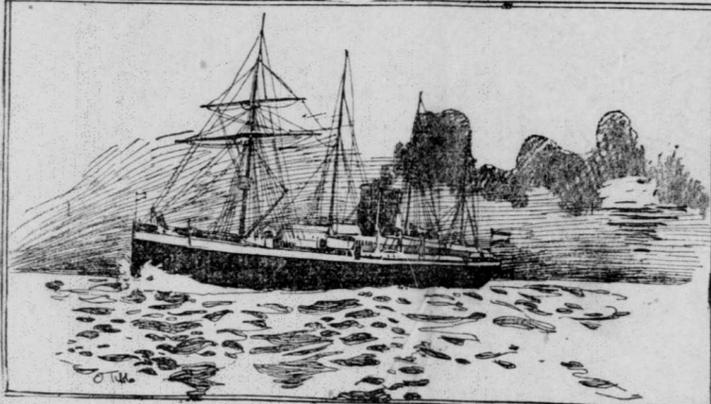


# BIG LINERS BURNED AND SCORES OF HELPLESS PERSONS PERISH.

## Ten-Million Dollar Fire at the North German Lloyd Steamship Piers at Hoboken Attended by a Loss of Life Estimated at From 100 to 200—Seamen Cremated in Blazing Vessels.



OUTER END OF THE MAMMOTH PIER OF THE NORTH GERMAN LLOYD AT HOBOKEN, N. J.



THE NORTH GERMAN LLOYD STEAMSHIP SAALE, UNDER CHARTER TO THE CHRISTIAN ENDEAVORERS, BURNED TO THE WATER'S EDGE.



ENTRANCE TO PIER NO. 1, NORTH GERMAN LLOYD, HOBOKEN, N. J.

### PORTIONS OF THE PREY OF THE DEVOURING FLAMES.

NEW YORK, June 30.—Nearly \$10,000,000 worth of property was destroyed, many lives were lost, and at least 1500 lives were imperiled by a fire that started among cotton bales under pier 3 of the North German Lloyd Steamship Company in Hoboken, N. J., at 4 o'clock this afternoon. In less than fifteen minutes the flames covered an area a quarter of a mile long extending outward from the actual shore line to the bulkheads, from 600 to 1000 feet away, and had caught four great ocean liners and a dozen or more smaller harbor craft in its grasp.

Stories in regard to the loss of life are conflicting, the number being variously estimated at from 100 to 200. Up to midnight ten bodies had been recovered, but they were all so badly burned and blackened that identification was impossible.

The hospitals in New York, Hoboken and Jersey City are crowded with the injured, and men are being brought in by scores.

Those who gathered along the shores of the Hudson River to witness the great conflagration saw a spectacle they can never forget and one that always will have a conspicuous place in the history of New York.

River and bay were enveloped in a pall of black smoke through which angry flames, bursting as from volcanoes, on the Jersey shore and in the water itself, leaped like red spheres into the sky. The surface of the water was covered with floating and blazing masses of freight thrown in haste from the doomed vessels, and all united in the mad race to rescue more precious human beings threatened or being sacrificed in the great ships. And through the pall of smoke a great crimson sun, enlarged to thrice its size by the haze, glared like an enormous eye as it slowly sank in the west. Such was the tremendous spectacle presented on the surface of the Hudson River, as if it had been some holiday pageant. It was made tragic by the realization that in that smoke and beneath the turbid waters scores of lives had been lost or were then in their last desperate struggle against death.

upon every river craft that could be secured for the purpose. The crowd upon the banks of the river was almost as great as that which formed to witness the triumphant return of Admiral Dewey. Looking up the river toward the burning ships and piers the scene was a wonderful and tragic one of grandeur. The ship Saale had been towed down the river until she was just off Liberty, where she had gathered about her a ring of fireboats and tugs, all fighting to save at least the hull of the doomed steamer. Flames still were leaping from her portholes and rushing out of her cabins. At varying distances about the burning ships lay coal and cotton barges, all ablaze, each with one or more tugs playing streams of water upon it. Some of these barges and lighters were loaded with very inflammable stuff, and the flames leaped high in the air, while the heat was so terrific that it was not possible to use only the small hose of the tug. Soon one by one these targets of fire were slowly consumed, most of them burning down to the water's edge. Along the Jersey shore small fires were blazing, started by the wreckage from the great steamships.

On this side of the river the fire caused the greatest excitement, as the drifting steamships and barges floated, all aflame, to the New York shore and crashed against the piers from Canal to Murray streets. The Fire Department was called out at various points along the threatened sections, and the spectacle presented of the firemen on shore trying to fight fires, at every minute changing their situation.

For hours the river was crowded with small boats hastening to the scene of the disaster or already taking part in the rescue of the hundreds who had leaped into the river when seized by the terror of the flames. These boats were paddled here and there, but soon their occupants had nothing to do but to watch the mad sweep of the flames. Those who had plunged into the water had either been rescued or had gone to the bottom.

There were hundreds of men on each of the destroyed steamships and a few women. Crowds of dock laborers and also employes of the companies were on the piers. Men, women and children were on the canal boats and men on the barges and lighters, and when the fire made its quick

NEW YORK, July 1.—At 2:30 o'clock this (Sunday) morning, the North German Lloyd pier fire is still burning brightly and, viewed from the New York side, presents a brilliant spectacle. No estimate of the loss of life falls below 100. The bodies on the deck and in the hold of the Saale will probably be recovered by divers at once, but of the dozens who jumped into the North River, some will never be found at all. The steamboat men lost are nearly all Germans and many have no friends or relatives in this country. No attempt has yet been made to compile a list of the dead.

Up to 2 o'clock twenty-five bodies had been recovered. The World estimates the number of lives lost at 300. The Journal places the loss at 200. Other papers place the number of dead at from 100 to 250.

descent upon them escape was cut off before they realized their awful position. The people on the piers jumped into the water to save themselves, and scores of men huddled under the piers, clinging to the supports, only to drop back into the water from exhaustion.

Men working on the ships were shut in by walls of flame and it was impossible to reach them. It will probably never be known how many perished in the ships, as the flames were so fierce they would leave very few remnants of the human body.

The greatest loss of life appears to have been on the Saale. She carried 250 people, and was to have sailed for Boston this afternoon. When the police boat Captain went aboard of her with his rescue party he saw bodies lying all about the deck. The ship Bremen carried a crew of 300, the Main 250, and if as many lives were lost on the Bremen and Main as on the Saale, the number of lives lost will be very great. Then, also, many perished on the piers, the canal-boats and lighters.

The burning or smoldering remains of canal-boats, lighters and barges are scattered all the way down the river and bay to Staten Island and Governors Island. Each of these craft will add something to the list of the dead.

The loss to the North German Lloyd docks alone is placed at \$2,000,000. The value of the great quantities of cotton, oil and various other merchandise on the docks has not been estimated. The loss to the North German Lloyd Steamship Company alone will probably come close to \$10,000,000, as the Bremen, the Main and the Saale were almost totally destroyed. The Kaiser Wilhelm der Grosse was somewhat damaged. The five-story houses of the Campbell Company were greatly damaged, the loss on one building alone being placed at \$1,500,000. The Thingvalla pier was burned, and the dock of the Hamburg-American line suffered greatly. A num-

ber of small buildings in Hoboken were destroyed along the wharves, with their contents, but no idea of the value of these can be obtained.

**Burned to Water's Edge.**  
From what can be learned tonight the flames started among a large pile of cotton bales on pier 2 of the North German Lloyd Steamship Company and spread with such remarkable rapidity that in fifteen minutes the entire property of the company, taking in over a third of a mile of water front and consisting of three great piers, was completely enveloped in fire.

The flames started so suddenly and gained such headway that the people on the piers and on the numerous vessels docked were unable to reach the street. There were great gangs of workmen on the piers, and these, together with a number of people who were at the docks on business and visiting the ships, scattered in all directions. As all means of exit was cut off by the flames they were forced to jump overboard, and it is believed a great number of people were drowned. At the docks of the North German Lloyd were the Saale, a single-screw passenger steamship of 4955 tons gross; the Bremen, a twin screw passenger and freight steamer of 10,625 tons, and the Main, a twin-screw freight and passenger steamship of 19,500 gross tons. They all caught fire and were burned to the water's edge. The Kaiser Wilhelm der Grosse, which had just come in, was the only one of the four big vessels at the dock that escaped.

**Great Loss Among Crews.**  
The loss to the crews of these vessels is said to reach a hundred. The fire was first discovered by a watchman on the pier at 4 o'clock. He saw a small streak of flames shoot from a bale of cotton on pier 2, at which was docked the steamer Saale. He immediately sent in an alarm. In a few minutes the flames had extended to the ship and were communicated to the adjoining pier on the north. Here were docked the Kaiser Wilhelm der Grosse and the Main. Tugs were immediately made fast to the big Kaiser Wilhelm der Grosse and she was got out into the midstream with safety, although badly scorched at the bows. The ship Main, however, was doomed, as the flames had already become so fierce on the north side of the pier that no tug could approach the vessel.

Then by a shift in the wind the flames were sent in the direction of pier No. 1, which was to the south end of pier No. 2. The north end of pier No. 1 was the dock of the Hamburg-American line, at which the steamship Phenicia, a twin screw passenger steamer of 6761 gross tons, was docked. The flames got a good hold on the Phenicia and she was towed out into midstream ablaze.

**Dock Blown Up.**  
The fire had by this time become so fierce that the officials of the Hamburg-American line decided that the only way to prevent a total destruction of their great pier was to blow up the side of the dock at which the Phenicia lay, and this was done. A number of barges docked at the pier also took fire, but in the effort to save the other property no attention was paid to them and they were allowed to burn.

It is feared that the loss of life in the hold of the vessels was frightful, as it is said that many of the crews who were asleep at the time were imprisoned there. The worst tale will come from the Main, which was unable to be towed from the pier.

The vessel had only arrived this morning and some of the passengers were still on board, and when the cry of fire was raised a number of them were seen to run to the burning decks. Most of them jumped overboard, and save for the few who were picked up by the tugs not one has been heard from, although every hospital and hotel in the city of Hoboken is crowded

soon in absolute control. Had not the recourse to dynamite been taken to destroy the Hamburg-American pier the flames might have gone on. All the fireboats and tugs in the harbor would not have stopped them.

The flames in the cotton kept the fire at an intense heat, and the firemen suffered greatly. Again and again it seemed as if they must abandon the fight. The vast points at which they could attack the flames were few and their efforts were necessarily hampered.

The smoke which poured out of the flames and ascended high into the air blew almost directly eastward and maintained its column for a distance of about seventy miles, as it was seen clearly beyond Babylon, L. I.

**One Heroic Rescue.**  
One man in the hospital with burned hands and face was rescued by another man more severely burned than himself. He said he was helpless in the water when the other threw an arm about him and buoyed him up. The other's face was fearfully burned and his arm was useless, but he treaded water and floated so skillfully that they drifted down the river and a tug went to their rescue. The man who told the story said he fainted after being rescued and did not know if his rescuer had also been taken out of the water.

Some of those who went into the water and were rescued but slightly injured say that when others were caught between the fire and water and saw death coming they went insane. Men blundered of home and friends during the few brief moments that they and the others faced death. The fear of the furnace which lay between them and the land bereft them of their senses. There were acts of cowardice as well as of heroism. Men clung to others and refused to let go, even though the act meant death to both. One of the survivors was seized by another man, who clung to him frantically and refused to let go. The man who was later saved, had to beat his companion into insensibility before he could loosen his hold and plunge into the water.

When the Hoboken firemen reached the fire at first they set out to confine it to the pier on which it started. They got their lines out on the two adjoining, and even ran their apparatus out to pump from the river. When the flames spread the hose on the pier was lost. Some of the apparatus narrowly escaped being consumed, and as it was one horsecart and its horses were in the way, it was abandoned.

Later Jersey City stripped itself of all the horse possible and sent it to the Hoboken firemen in a wagon for use. With this streamer were later got on the fire, but it was then under control, having burned out.

**Rescued From the Saale.**  
The steamer Saale drifted down to the Battery about 6:30 o'clock. She was ablaze and her crew was on deck. Captain Smith of the police boat put his men on a tug and ran to the burning ship. When the tug reached the Saale thirty-seven of the latter's crew were taken off. Most of them were conscious. Some suffered from smoke inhalation. Ambulances were called from Gouverneur, St. Vincent's and Hudson-street hospitals. Police patrol wagons were also called. The injured men were taken in these several conveyances to the different hospitals. All appear to be foreigners. None could talk English and not even their names were learned at the pier.

While the crew was being taken off Captain Smith saw several bodies of men on the ship's deck. When the tug made a second trip to the Saale all these corpses were submerged. The ship had in the meantime drifted to the Jersey shore and sunk in the mud off the flats.

The patrolmen worked with grappling hooks for two hours in an effort to recover the bodies. They secured two men, apparently deck hands. They were burned beyond recognition.

**It Was a Terrible Sight.**  
Captain Smith said he thought there were a number of bodies below in the Saale.

"When I got to the Saale on the first trip with the tug," he said, "I saw several men with their heads at the portholes. They were stuck fast and could get no further out. The ship was gradually sinking. It was a terrible sight. Some of the men called to us in their own tongue to help them for God's sake. Their struggles were something frantic. We could do nothing for them. The upper part of the vessel was a living furnace. We tried to get the prisoners out of the portholes, but the hoies were even mangled than usual. I can even now hear the poor fellows crying in their despair as they saw us drawing away from them."

"We heard cries of others back of the portholes. They seemed to be struggling

for what little air and respite the hoies gave those already there. It was terrible. We saw one woman at a porthole. The flames were rapidly approaching her. She was said to be a stewardess. A deckhand on the tug handed her a small hose and she played it about her stateroom for a few moments. They were serious moments. My God, how that woman fought for her life! She might as well have poured a teacupful of water on to a living volcano for all the good it did. She had no possible chance. As she fought the fire the ship sank steadily and her struggles were stopped by an intrush of water as the porthole sank below the surface."

The steamship was to have sailed for Boston during the afternoon. The officials of the steamship think the loss of life probably is greatest on the Saale. They place the number at from thirty to fifty and say the majority of the victims were employed as firemen and coal passers.

**Could Not Be Saved.**  
A member of the crew of the fireboat Van Wyck said:

"The fire made it impossible to get to the stateroom of the Saale. We tried next to get the people out through the portholes. There seemed to be forty or fifty of them. There were men, women and children. One woman in particular attracted our attention. She kept calling to the others not to give up hope—that we would save them.

"Her face was torn and bruised where she had been trying to get out of the small porthole. Finding it impossible to get the poor people, we handed cups of water to some of them who cried for a want of God's sake. Just before the ship went down a big drew alongside with a Roman Catholic priest aboard. He called to the people, who seemed to be mostly of his faith, and with uplifted hands imparted absolution to them just as the ship went down and the water rushed in at the portholes, drowning them like rats. The cries of the people as the water poured in was something terrible."

During all the time the steamship Main lay at the burning docks with the fierce flames playing all about her, the flames on the docks licking her sides and warping her plates and the flames in her cargo eating away her interior. Sixteen men lived on board of her. She was hauled out from between the burning docks at 11 o'clock last night the men were still alive. They made themselves known half an hour later when the wreck of the ship was beached at Shady Side. One of them is blinded by the heat they underwent, but the rest are alive and as well as can be expected. These men were all coal passers. When the fire broke out they were trimming coal in the coal bunkers.

**FEW PASSENGERS SHOULD HAVE PERISHED**  
According to Robert Capelle, the agent of the North German Lloyd in this city, there is little probability of any considerable number of passengers having lost their lives, as there should have been few if any on board of either of the ships of his line burned.

The Bremen arrived on June 25, and was due to sail again on July 5. Several persons from Honolulu were on her passenger list for this trip, and for the next July 21—over 100 from San Francisco had secured passage.

The Main arrived from Bremen at 5 p. m. on the 25th inst., and was to sail again July 3.

The steamer was under charter to a party of Christian Endeavor people, and was to sail at a date fixed by them, presumably just after the Fourth, as she was due to sail on her return trip from Bremen for New York on July 11. It makes it probable that any of her passengers were already on board.

Horner Delrichs was formerly general agent of the North German Lloyd Steamship Company, but retired some time since, and Gustave Schwab is now at the head of the agency.

The North German Lloyd is one of the largest steamship companies in the world. Its fleet numbers sixty-nine ocean steamers and thirty-six coasting steamers, with a gross tonnage of 470,390 tons, besides river steamers, lighters, etc. It makes its calls at every important port in the world.

**Fire at Denver.**  
DENVER, June 30.—The electrical works and machine-shop of Frint & Lomax were damaged by fire this afternoon to the extent of \$75,000.

**Grain Burned.**  
SUISUN, June 30.—Fire occurred near Rio Vista to-day, destroying seventy-five acres of grain and a separator, the property of Peter Cook.