COLLAPSE OF DECKS HURLS HUNDREDS INTO SEETHING FURNACE IN VESSEL'S HOLD

MAD STRUGGLE ON THE DOOMED VESSEL'S DECKS

Frightful Panic Follows the First Sweep of the Flames.

Mothers With Clothing on Fire Seize Babes and Leap Overboard.

NEW YORK, June 15.—The three-decked steamship General Slocum of the Knickerbocker Steamboat Company burned to the water's edge off North Brothers Island, East River, at the entrance to Long Island Sound, to-day, resulting in the death through burning or drowning of at least 600 persons, mostly women and children. Four hundred and ninety-eight bodies had been recovered to-day and divers were at work taking bodies from the hold of the steamship. The remains of many persons who leaped into the river have not yet been found, and it will be many hours before the list of dead is anywhere near complete.

The General Slocum, one of the largest excursion steamships in these waters, left Third street, East River, at 9:30 o'clock this morning, having on board the Sunday-school excursion of St. Mark's German Lutheran Church, located on Sixth street. Her destination was Locust Grove, one of the many resorts on Long Island Sound. The excursion was in charge of Rev. George C. Haas, pastor of the church.

The vessel was commanded by Captain W. A. Van Schaick, one of the best known excursion boat captains in New York harbor. He has commanded the Slocum for almost the entire time since she was built, in 1891.

ALL DECKS ARE CROWDED.

The steamship after leaving her dock this morning proceeded up the East River, all three of her decks crowded with merrymakers. Bands played and the great sidewheeler was decorated with flags from stem to stern.

The Slocum had reached a point near the Sunken Meadows off One Hundred and Thirty-fifth street, Manhattan, which is at the extreme eastern end of Randalls Island, when fire broke out in a luncheon room on the forward deck. The blaze was caused by the overturning of a pot of grease.

The wind almost instantly fanned the insignificant flame into a fury. The blaze spread like lightning. Captain Van Schaick, in the pilot-house, had been informed of the outbreak of the fire and being aware of the danger, decided to send his vessel to shore at One Hundred and Thirty-fourth street.

At this point there are a number of lumber yards and several huge oil tanks and the captain was warned that to attempt to land at this point would endanger the property and perhaps further imperil the scores of persons who had already been frightened into a state of almost uncontrollable excitement.

Changing the big steamship's course slightly, he headed her for North Brother Island, a half mile away.

FLAMES QUICKLY SPREAD.

By this time the flames were rushing by leaps and bounds from the forward part of the ship aft. The great open decks, built for excursionists, offered a clear sweep for the fire.

As the Slocum dashed forward the flames caught stanchion and cabin woodwork, eating and tearing their way across the vessel.

The excursionists, but a few minutes before in the full enjoyment of an ideal summer's day on Long Island Sound, were driven to the after part of the steamship to escape the heat, flames and smoke that were constantly increasing. Policemen and deckhands aboard the boat struggled hard to quiet the panic, but their efforts were in vain. The wild disorder increased as frantic mothers sought their children who had been at play about the decks.

The steamship's whistle was blowing for assistance and tugs and other nearby craft answered the call. Before any of the boats could reach the burning vessel, however, the frantic women and children began to jump overboard. The current was strong and there are many whirlpools in the channel. The boats that always abound in that vicinity picked many passengers from the water, but these were only a small number of those who were seen struggling in the swift current.

FIRE CUTS OFF ESCAPE.

On the Slocum the first sweep of the flames cut off escape from the hurricane deck, where a great many of the women and children were crowded together, and soon burned away the light wood of the uprights, which came down with a crash on those below. It is thought that most of those on the hurricane deck were burned.

As the fire increased the struggle to gain a point of vantage at the stern became frightful. Women and children crowded against the aft rail until it gave way and hundreds were pushed off into the river. After this there was a steady stream of persons who jumped or were thrown into the water.

In the wake of the Slocum as she hurried up stream was a line of little black specks, showing the heads of those who had sought to escape the roaring furnace of the ship by throwing themselves overboard.

Few of those saved by the small boats had on life preservers. At no time during the progress of the fire was there an opportunity to either lower the lifeboats or to get out the life preservers. This, perhaps, gives an idea of the rapidity with which the flames swept the decks.

It was an experience harrowing and terrible and that any escaped alive seems wonderful.

HEROISM OF THE CREW.

Through all the wild panic, during all that inferno, with fire and smoke surrounding them, the officers and men of the doomed boat remained at their posts, but they were powerless to avert the catastrophe.

The Slocum got within fifty feet of the northwest pier of North Brother Island and there stopped in the shallow water.

It was just before she beached that her hurricane deck, the supports of which had burned away, fell with its load of women and children, adding to the panic and horror of those on the deck below. Very soon the after parts of the second and third decks also caved in. Just before this occurred the tug Walter Tracey had come alongside and the burning steamship had been lashed to it. Many of the passengers were taken off by the crew of the Tracey, which remained alongside until the tug's pilot-house took fire.

The point where the Slocum beached was just off the scarlet fever ward on North Brother Island. The patients who had been out on the porches and lawns watching the approach of the burning vessel were ordered indoors and the physicians on the island hastened to the assistance of those who were being brought ashore through the shallow water. Many of those who leaped from the Slocum were carried away by the current even after she was beached and were drowned.

LONG ROWS OF DEAD.

The scene on North Brother Island, as described by the rescuers, was a pitiful one. Body after body was washed ashore or brought in by boats and added to the long row on the beach. Fifty-three persons died while the doctors were attending them.

As the bodies of living and the dead were taken out of the water those alive were taken to the hospitals on the island or sent across the river to hospitals in Manhattan. Here ambulances from almost all the hospitals in Greater New York and every other sort of conveyance which could be found were put into service.

For hours the bodies of the burned and the drowned drifted ashore on the island and between One Hundred and Thirty-first and One Hundred and Thirty-eighth streets in Manhattan. Some persons came ashore still alive. Many of these died, but others will recover.

The scene was pitiable in the extreme as the living and the dead were brought in. Rows of bodies were stretched along the beach. Frantic men went along looking at one after another, searching for children and friends. Women with disfigured faces, their clothing partially stripped from them, were carried to the improvised emergency hospital, crying for children who had been torn from them in the mad rush when the boat took fire.

Meanwhile the Slocum burned to the water's edge. At 12:25 o'clock, two hours and twenty-five minutes after the fire was discovered, she sank. It is estimated there were then nearly 100 charred bodies on her decks. Just after the steamship sank the water near by was black with bodies. The tug finally succeeded in picking up eighty-eight charred corpses in Hunts Cove, off Rikers Island, and carried them into the sound. None of these bodies, it is believed, can ever be identified.

BIRDSEYE VIEW SHOWING THE COURSE FOLLOWED BY THE UNFORTUNATE GENERAL SLOCUM FROM THE TIME SHE LEFT HER DOCK WITH THE EXCURSION PARTY ON BOARD UNTIL HER CHARRED HULK WAS RUN AGROUND IN THE SHALLOW WATER OFF NORTH BROTHER ISLAND.

PRIESTS GIVE CONSOLATION.

Survivors of the Slocum Tell Harrowing Details of Tragedy.

NEW YORK, June 15.—One of the first to go to the work of rescue was Rev. Father Donlan of St. Jerome's Catholic Church. On hearing the news of the disaster Father Donlan gathered other priests and started for the water front. Although they knew it was a Lutheran picnic, the priests felt that it was their duty to give religious consolation to all whom they encountered. Father Donlan gave religious consolation to forty-five persons, forty-three of whom died.

When the news of the disaster became known there was a rush of telephonic and personal inquiries at the home of the pastor of the church, George A. Haas. George A Haas, son of the pastor, was the only member of the family at home, and it fell to him to inform all those who inquired that the reports were true.

As the news spread in the parish crowds flocked around the church and the parsonage and the scene was a pitiful one. Large numbers boarded the elevated trains and hastened to One Hundred and Thirty-eighth street. Business practically was at a standstill in the neighborhood.

The two policemen on the boat were William Van Tassel and George Kilt, both of the harbor squad, who had been detailed on the excursion. Van Tassel was on the main deck, while Kilt was stationed on the upper deck forward. Van Tassel was one of the first to reach the main land from North Brother Island. He said that he heard what he believed to be an explosion. Everybody screamed, and some men assisted women to put on life-preservers, while others appeared to be excited and were unable to do anything.

"I got on the side of the boat," he said, "and tried to quiet the people, in which I succeeded to some extent. A few minutes later the upper deck gave way and I was carried down with the others into the water. I managed to swim to a dock on North Brother Island."

Patrolman Kilt had a similar experience. He said he tried to quiet the passengers on his deck, but could not, and when the decks gave way he fell into the water with them, swimming to the dock, where he and Van Tassel pulled a number of persons out of the water.

Rev. George C. F. Haas, pastor of the church, was saved, but his wife, Gertrude, and his daughter, Anna, are among the dead. Haas told the story of the disaster.

"The fire started in the kitchen, in the forward part, when we were off One Hundred and Thirty-fourth street," he said. "I understand that some fat that boiled over started the blaze. At that time most of the women and children were jammed in the rear end of the boat, where the band was playing.

"Why the captain did not point the boat for the Meadows I do not understand. He kept on and the fresh wind drove the fire back on the decks. In three minutes from the time the fire started all the decks were ablaze. Such scenes as followed I do think were ever witnessed before. I was in the rear of the boat with my wife and daughter. Women were shrieking and clasping their children in their arms. Some others had as many as three or four with them.

"When the fire shot up to the top deck and drove the crowd back the panic was terrible to witness. The women and children clung to the railings and stanchions, but could not keep their holds. I, with my wife and daughter, was swept along with the rest.

"I believe that the first that fell into the water were crowded overboard. After this there seemed to be a general inclination to jump. The women and children went over the railings like flies.

"In the great crush many women fainted and fell to the deck, to be trampled upon. Little children were knocked down.

"I got my wife and daughter out on the rail and then we went overboard. I was in such an excited state that I do not remember whether we were hurled over or jumped.

"When I struck the water I sank and when I arose there were scores about me fighting to keep afloat. One by one, I saw them sink around me. But I was powerless to do anything.

"With a great effort I managed to keep afloat, but my strength was about gone when a man on one of the tugs picked me up."

Paul Lebenow, one of the passengers who was on board, says a ferry-boat passed near the burning steamship, but offered no assistance.

John Edell, 22 years old, one of the survivors of the disaster, gave the following account of his terrible experience, his mother and little brother having been drowned before his eyes:

"When we left the pier the decks were packed to the limit of their capacity. The band was playing, the children were frolicking about and we were having a fine time. As we neared Hell Gate the children were called down to the lower deck, where ice cream and soda water were served. They were literally falling over one another in an effort to get to the tables which held the refreshments. With my mother and my little brother Paul, I went to the engine-room to watch the machinery.

"Suddenly there was a burst of flame that rushed up through the engine-room and flashed out about us. The flames spread with the rapidity of an explosion, setting fire to the clothing of the women and children who were grouped about the engine-room watching the machinery.

"There was the most terrible panic as the burning women and children rushed out among those surrounding the icecream and soda water tables. In the terrible scramble my mother and little brother were swept away from me and carried toward the side where the children and women, with their clothes burning, had begun to jump into the water. The flames spread in bursts that soon had the entire deck enveloped.

"The crew was helpless to render any assistance or make efforts to check the advance of the fire. We were just passing out through Hell Gate when the fire started. The captain headed the boat toward North Brother Island and the pilots, who were with him, yelled frantically to us to stay aboard until they beached the boat. But in a moment after the flames had burst from the engine-room great numbers began to jump overboard. The women were wild with fright, and picking up their children leaped into the whirlpools that carried them toward the rocks on both shores.

"I endeavored for a few minutes to break through the mad crush and get to my mother and little brother, but I was swept into one corner of the boat and held there, unable to move.

"As the boat kept on her way the breeze drove the flames toward the after part of the steamer, where those who in the panic had not jumped overboard were huddled together. It seemed but a few seconds before the flames had swept down upon the children, who were struggling about the icecream tables, and set their clothing ablaze. They all dashed to the after part of the steamer in a stampede that carried those who were near the rail overboard against their will. At one time it seemed to me as if the women and children were pouring over the sides like a waterfall.

"As we made for the shore the captain blew his whistle in one continuous blast and soon boats of all descriptions were making for us from every side of the river. I was rescued by a launch just as the boat settled close to the shore.

"When she was grounded the flames had spread over the entire upper and lower decks. There was only a few spots on the boat untouched by the flames and in these were piled men and women who had fainted and, falling, pinned others to the deck.

"The men from the tugs who could get near the steamship shouted for those on board to jump and then the small boats picked them up by the score."

Many of the children picked up by small boats were lashed to camp stools and other light boat furnishings, showing that some adult had tried to make the little ones safe. These precautions proved inadequate in the terrific current and in the whirlpools.

Very few of the children picked up had on life preservers. Children cannot get at the life preservers on excursion boats in this harbor. They are lashed to the ceilings over the decks and can be reached only by a tall person.

OFFENSE IS ALLEGED AFTER MAN'S DEATH

Probing Affairs of New Yorker's Estate Results in Sensational Developments.

LOS ANGELES, June 15.—An investigation which has just been commenced in the Superior Court of Orange County into the state and affairs of the late Oscar N. Whitney, for years a prominent and respected citizen of Syracuse, N. Y., who died in Los Angeles Sisters' Hospital January 5 last, reveals the fact that Whitney is charged by the United States Fidelity and Guarantee Company of Baltimore, Md., with fraudulently appropriating to his own use about $50,000 of the funds of the People's Building, Loan and Savings Association of Geneva, N. Y., of which association he was acting as assignee at the time of his death.

Whitney made his home in the East, but spent much time in California. It is stated that the estate left by Whitney is less than $10,000, with liabilities in excess of this amount.

COOK ESTATE SETTLED.—Superior Judge Kerrigan yesterday issued a decree of settlement of the final account and distribution of the estate of Pardon A. Cook, deceased. The heirs are his widow, Lizzie Cook, and daughters Lora A. Cook, Alice C. Swan and Inez C. Noble. The estate consists of $44,280 in cash, the block bounded by Bush, Sutter, Scott and Pierce streets, and other realty.

A double mind is always a borrowed one.

GRIM ROSTER OF DEAD IN CORONER'S OFFICE GROWS HOURLY AS BOATS BRING IN VICTIMS OF DISASTER

Identification of Those Who Perished on the General Slocum Proceeds Slowly Throughout the Hours of the Night

Continued From Page 1, Column 6.

G.

Gage, Grace
Gallagher, Agnes (infant)
Geiser, Kate
Geotz, Albert
Geotz, Katherine
Graffinga, Lillie
Grimm, Selma
Geisler, Edith

H.

Hackett, Maggie (child); Haeff, Agnes (child); Hanna, Caroline; Hartman, Clara (child); Hartung, Minnie; Hencen, Lucy; Hoag, Adolph; Hoderkampt, Mrs. Margaret; Herbolt, Mrs. Margaret; Hermoso, Henry; Hensler, Jacoba; Hurst, Benamin (child); Hopman, Morris; Heickert, Mrs. Eva.

Heckert, Annie
Iehl, George
Hermann, George
Herzl, William
Hertz, Mrs. William
Holder, Mary
Hoffman, Mrs. Eliza-beth
Hoffman, Mrs. Sophia
Hardincamp, Mary (child)
Hiller, Barbara
Horway, Johanna
Hann, Anna
Hardincamp, Mary (child)
Hartung, Essie (child)
Heidencamp, James
Hermann, Catherine
Hiller, Mrs. Christiana
Heils, Frank (child)
Heils, Henrietta (child)

I.

Iden, Grace (child)
Iden, Kate

J.

Jessler, Babette

K.

Kaethler, Henry
Kramer, — (woman)
Kaib, Magdalene
Klein, Mrs. Daniah
Klein, Mrs. Emma

L.

Lann, Amelia
Lutjens, Mrs. Kate
Ludwig, George
Lander, Louis
Loeffler, — (child)
Loebinger, Henry
Luedmann, Mrs. Hanna

M.

Manheur, Mamie
May, Charlotte
Mehley, Mrs. Minnie
Meyer, Elizabeth
Meyer, Mrs. Louise
Muller, Anna
McGran, Michael
Mueller, Martha
Motzer, Mrs. Anna
Michael, —, (child)
Mueller, Helena
Mueller, Mrs. Valesca
Mueller, Helena (child)
Mayer, Louisa
Miller, Elizabeth (infant)

N.

Nech, Dasie (child)

O.

Ochs (or Knox), child
Olfeth, Annie

P.

Pullman, William H.

R.

Rheinger, Meta
Roth, Lena
Roth, Mrs. Josephine
Rothman, Mrs. Emily
Roth, Helena

S.

Schmidt, Katherine
Schenzler, Mrs. Lena
Schwartz, Mrs. Louisa
Sieriehr, Letta
Smith, Mrs. Mary
Sobel, Catherine
Stoehr, Susie
Stinz, Mrs. August
Schmidt, A. T.
Schultz, Emma, and a child
Schulter, —.
Smith, Mildred
Seman, —, (child)

T.

Tottebaum, Herman

U.

Unger, Kate
Ullman, Mrs. Lena

V.

Vollman, Mary
Volkberg, Mary

W.

Walter, Elizabeth
Wiedeman, Caroline
Weiss, Mrs. Tilly
Weiss, Emily (child)
Weiss, Lewis

Z.

Zeitler, Emily

PARTIAL LIST OF INJURED.

Names Recorded in the Hospitals of Greater New York.

NEW YORK, June 15.—Following is a list of the injured in the hospitals:

A.

Abesser, Kate, child; Addickbes, Mrs. Maggie; Anger, Charles; Armand, Mrs. Annie; Armand, Stella, child; Attraus, Ernest, child.

B.

Bader, Mrs. Eliza, Jersey City; Brecker, —; Beget, Mary; Behrens, Frederick, child; Behrens, Herman; Bensch, Lulu, child; Berfine, Margaret; Blowman, Mrs. Margaret; Bock, Mrs. Louise; Berdin, —, boy; Burphy, Mrs. Margaret.

C.

Canfield, Henry, cook, prisoner; Cipse, Sofia; Cline, Mrs. Anna; Cline, Harry.

D.

Diehm, Josephine (child); Diehm, Harry; Delvinthal, Sophia; Delvinthal, Mrs. Mattie; Dengler, Harriet; Denter Hattie; Doocring, Eda (child); Doocring, Mrs. Ida; Dorhoeffer, Mattie (child); Dorhoeffer, Mrs. Barbara; Dorrey, Edna (child); Duesler, Mrs. Lena.

E.

Eagle, Lulu; Eell (child); Eell, Ellis (infant); Eller, Joseph; Ellig, Mrs. Marie.

F.

Fernisen, Mrs.; Fernisen, Emma; Fernisen, Henry, child; Fernisen, Marie; Finkingtreck, Kate, child; Finebuch, boy; Fitzkow, Mrs. Annie; Friesse, Ella; Friesse, Adelaide; Fresses, ——, man; Friesz, Frederick; Furman, Emma.

G.

Gassmann, Hattie, infant; Gallagher, Kate, child; Graves, Anna.

H.

Hackett, Maggie (child); Haeff, Agnes (child); Hanna, Caroline; Hartman, Clara (child); Hartung, Minnie; Hencen, Lucy; Hoag, Adolph; Hoderkampt, Mrs. Margaret; Herbolt, Mrs. Margaret; Hermoso, Henry; Hensler, Jacoba; Hurst, Benamin (child); Hopman, Morris; Heickert, Mrs. Eva.

I.

Iden, Anna (child).

J.

Jordon, Pauline; Joseph, Margarette.

K.

Kohish, child; Kolsh, Maggie; Kampfire, Mildred; Kolsh, George; Karl, Emma; Kaffettsaum, Mrs. Nellie; Kaffenbergh, Kate; Kaussman, Julia; Kauffman, Mildred, infant; Ketch, Mrs. Elizabeth; Ketcher, Stacey, child; Kosp, Anna; Keiffel, Edna, infant; Kruffel, Annie; Kruse, Albertina; Krubsch, Martha; Kraus, Sadie; Kringler, Dora, child; Klinger, child; Klenken, Marie; Klesser, William, child; Kruester, Charles; Kruster, Mary; Knuster, Mrs. Matilda; Kapf, John; Kubbera, William.

L.

Lein, Harry.
Lincoln, Mrs. Frederick; Luccia, child; Ludenay, John; Luthjen, August.

M.

Mahlstedt, Anna; Mayer, George; Michael, George; Meinhardt, Addie, child; Metter, George; Miller, Walter, child; Miller, Samuel; Miller, Herman, child; Miller, Louise, child; Miler, Minnie, child; Miller, Grosvenor, child; Miller, Ernest, child; Mobler, Louis, child; Moal, Mrs. Marie; Mueller, Simon; Muth, John; Mandet, Agnes, child; Mutz, Gustave.
— Mosewill, Martin; Mohler, Annie; Mohler, Emil.

O.

Oellrich, Henry (child); Osmers, Mary.

P.

Perdelwitz, Kurt; Pland, James; Podenwell, Gus; Porter, Joseph; Porter, Lewis; Post —; Proddick, Mrs. Mary; Prandsicke, Frank; Prandsicke, Mrs. Lizzie.

R.

Rice, Louis (child); Reina, Kate; Robinson, Edward, of crew, prisoner; Rose, John (child); Rosen, Grace; Rore, Wilhelmine; Rumpf, Ada; Rumpf, Adna.

S.

Schultz, Susan; Schultz, Pauline; Schnatlitz, Fred, child; Schumacher, —; Schuman, Mary; Schaefer, Augusta; Schmidt, Fred; Schmidt, Lula, child; Smith, Fred, child; Smith, Philipina; Schick, Henry; Scholling, Edward; Skyrodt, Henry; Strangeld, Herman, child; tha, infant; Streckman, Herman, child; Stickel, Henry; Stickney, Mrs.; Stickel, Maggie, child; Strangefeldt, Mrs. Christina; Stackerman, ——, boy; Sudderman, Anna; Sinner, Andrew, child.

U.

Ullner, Lizzie; Ullrich, Mrs. Sophia.

V.

Van Schack, William H., captain, prisoner; Vaeth, William; Van Wart, Edward, crew, prisoner.

W.

Webber, Annie; Weaver, Edwin, pilot, prisoner; Weihl, Amelia; Wentraub Carl; Wesser, Mrs. Earnestine; Woods, James, member of the crew, prisoner; Wolf, Margaret; Wurstich, Arthur (child).

Z.

Zciens, Mary (child); Zciens, Mrs. Kate; Zundal, Mrs. Maria.

The majority of the injured are suffering from burns, submersion and shock. In addition to the foregoing, many were treated at the hospitals and sent to their homes.

ISLAND A VAST MORGUE.

Pitiful Scenes While Relatives Are Searching Among the Victims.

NEW YORK, June 15.—North Brother Island is a vast morgue. Bodies of women and children, of young girls in their teens, with their loosened hair fallen about their white faces, of babes in arms and young boys, lay on the ground, with sheets draped over them.

Here was the body of a mother with the child she had tried to save still clasped in her arms. Beside her would be a little form which the lifted sheet disclosed to be that of a boy, perhaps her son. Only now and then could there be any other identification except by numbers. So there remained nothing for the Coroner and the police to do except to place a numbered tag upon one body after another before it was lifted into one of the wagons and transferred to a boat which bore it to one or other of the city morgues.

In a paper bag, with its corresponding number, was laid away such jewelry or other means of identification as could be found.

"No. 64, woman, one gold watch, one gold guard ring," was the characteristic inscription for one of these bags.

Piled one above another in a basket which followed the Coroner on his rounds, the bags accumulated in increasing numbers as the first estimates of the loss of life had to give away to what at first had seemed to be absurd and exaggerated guesses as to the number of victims of the disaster. When a few more than 100 bodies had been recovered and the task of numbering and tagging them was all under way, it semed that the end was in sight, though there were still hundreds of persons to be accounted for.

Many were the pathetic sights witnessed. Bodies of little children were brought in, clasped in each other's arms. So strong had death fastened their hold on each other that when lifted into the boat their arms were still interlocked.

The work of recovering and tagging bodies went on until more than 100 had been recovered, after it had been hoped that the river had already given up most of its dead—after the watchers and workers had sighed with relief that the worst was over.

All the while men in search of wives, children or sisters were picking their way from one covered form to another and as a face was uncovered and the sheet turned back upon it there was renewed hope that after all those sought might be saved, or, at the worst, were only suffering at one or the other of the hospitals.

Now and then a searcher was sadly rewarded. A man would be seen to fall upon his knees beside a form under the trees, but it was seldom that one could hear more than a stifled groan.

Most pitiful of all was the grief of one who found not one, but two or three, of his family among the dead, as happened on several occasions, for many a man was left not only a widower, but childless.

Boats are still patroling the section of the stream where bodies might be found and many are recovered as the search continues. It will be days before there can be any certainty that no bodies still remain to be given up by the river.

Many of the bodies cannot be identified. Heads, legs and arms are burned off and not a shred of clothing is left on any of them.

What looked like a big hatchway, on which were five or six charred bodies, was seen floating in the cove at Hunts Point and towed carefully alongside the Fidelity. The wood was badly charred and bodies seemed to stick to it.

The policemen and the crew were unable to release the bodies without further mutilating them and arrangements were made to hoist the hatchway with the bodies to it to the deck of the Fidelity.

Among the boats that hurried to the succor of the stricken passengers were several tugs of the New York Central and Hudson Railroad Company, the auxiliary catboat Easytimes, the Health Department steamer Massasert. These, with a swarm of row boats manned by willing hands, approached as near the blazing vessel as was possible and rescued scores of people. The Franklin Edson went so close to the burning steamship that her own paint was scorched. The crew of the tug, however, stuck bravely to their work and saved many women and children from a terrible death. The fire had possession of the boat from stem to stern by the time she was off One Hundred and Eightieth street. The fire boat Sophar Mills was summoned from its moorings at the foot of East Ninety-ninth street and was soon on the scene, its crew lending valuable aid in saving life.

To-night a crowd is held back by police lines formed about the City Morgue at the foot of East Twenty-sixth street. The crowd began to gather as soon as it became rumored about the city that the dead would be brought to Manhattan from North Brother Island and other places where at first the dead had been taken. When the Massasert came to dock with eighty-five dead, the work of removing the bodies from the steamer proceeded slowly until no more were found and the autopsy-room was cleared and the blackened and distorted bodies were placed on the floor there.

When finally the Morgue authorities allowed the crowd to enter the Morgue a scene ensued which was harrowing in the extreme. In some cases identifications first were found to have been erroneous, men laying claim to bodies and afterward discovering that they were not those of their relatives.

At the entrance of the morgue the crowd to-night tried to push past the police and a riot resulted. At the height of the trouble a man who had learned that his wife was among the dead tried to stab himself.

SETTLEMENT OF RATE WAR IS STILL FAR OFF

Managers of White Star and Cunard Lines Deny They Participated in Any Conference.

LIVERPOOL, June 15.—The managers of the Cunard and White Star lines deny that they participated in any conference here yesterday, at which, according to report, the terms of settlement of the rate war were discussed. Representatives of the Dominion and Allen lines and of the Canadian Pacific conferred at Liverpool yesterday. They determined to meet the White Star Line's cut by making a 50-shilling rate for third-class fares to Quebec and Montreal.

Knox's Commission Is Signed.

HARRISBURG, Pa., June 14.—The commission of Attorney General Knox as United States Senator to succeed the late Senator Quay was to-day prepared and signed by Governor Pennypacker and sent to Mr. Knox in Washington. The commission runs until the next meeting of the Legislature, which will organize in January, 1905.

Many Armenian Villages Destroyed.

LONDON, June 16.—A dispatch to the Daily Mail from Constantinople says the consular reports confirm the destruction of many Armenian villages in the Sassun district. The number of killed is estimated to exceed 3000 persons.