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NEW YORK, MONDAY, NOVEMBER 26, 1888.

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SWAMPED IN THE LOWER BAY
OF A FLEET OF FIFTEEN BARGES TWELVE
WENT TO THE BOTTOM.

Families Were Sleeping in the Cabins of All of Them When Saturday's Midnight Gale Broke—It Is Believed That No Lives Were Lost—The Stanch Tig Willie Saved Many Lives—A Captain's Story.

One of the most disastrous accidents which has ever occurred to a tow of barges in the vicinity of New York happened about 2 o'clock Sunday morning in the Lower Bay. Out of a fleet of fifteen barges only three were saved. All the rest went to the bottom with their heavy cargoes, which consisted of coal. On nearly every barge there were women and children, and, although as yet it is not known that any were lost, it is little short of miraculous that anybody on board the lost barges escaped alive. The captain in charge of the tow is reported to have placed the number at twenty-one and the lost at nineteen.

Late Saturday afternoon a tow of about thirty barges laden with hard and soft coal arrived at Bergen Point. They were brought there by the tug Willie and Winnie, of the Delaware and Haritan Towing Company, which is controlled by the Pennsylvania Railroad Company. At Bergen Point the tow was divided, half of the barges remaining at the Point, while the other fifteen were made into a tow of three tiers, with five barges to a tier.

It was blowing hard at midnight when this tow, which was to be taken to the New York, was made up, and in view of a rough passage, the barges were tightly lashed together with unusual care. In the front tier were the Tig Willie Hughes, the Ocean Queen, the Florence Moore, and two others. These were the largest barges of the fleet, and were intended to break the force of the seas from the lighter ones. Some of them were quite new, and worth from \$4,000 to \$5,000 each. In the second tier were the Tig Willie, the A. C. Hannegan, commanded and owned by Capt. Albert H. Veider, of South Amboy. The tow was pulled by the powerful tug Bordenstown, also of the Delaware and Haritan Towing Company, and commanded by Capt. Fagin.

Nearly all the captains of the barges are married men and live with their families on board their boats. Many of these cabin homes are fitted up with everything that a family could desire, from good furniture and now and then a piano or an organ. In a good many instances the captains own the barges on which they live, and the boats, the furniture and the little family around him represent about all his earthly ties. As a result there has been in the neighborhood of fifty souls on the boat when it was towed from Bergen Point Saturday night. Capt. Veider, of the A. C. Hannegan, reports a thrilling story of the disaster which befell them.

"We had not been out twenty minutes," he told me before I wished we had not come. Several of the captains of barges did not want to go, but Capt. Fagin, of the tug Bordenstown, insisted, and was on the front end of my barge, which was in the second tier and right behind the Florence Moore and in the front of the other barges. We were all packed up on deck. I was sitting on the deck, and the children were in the cabin asleep and not dreaming that any danger was near.

By about 1 o'clock we all saw that unless something was done we would go down. The sea was commencing to swell, and the wind was blowing from the north. The tug Bordenstown was in the front, and the other barges were following. I saw the tug Bordenstown was in the front, and the other barges were following. I saw the tug Bordenstown was in the front, and the other barges were following.

"In less than ten minutes the Tig Willie Hughes in front of me had gone down. The sea was so high that the waves were coming over the deck. I was sitting on the deck, and the children were in the cabin asleep and not dreaming that any danger was near. I saw the tug Bordenstown was in the front, and the other barges were following. I saw the tug Bordenstown was in the front, and the other barges were following.

"How I got my wife and child on board her boat I do not know. I was sitting on the deck, and the children were in the cabin asleep and not dreaming that any danger was near. I saw the tug Bordenstown was in the front, and the other barges were following. I saw the tug Bordenstown was in the front, and the other barges were following.

"I grabbed hold of it, hardly noticing what it was, and I was sitting on the deck, and the children were in the cabin asleep and not dreaming that any danger was near. I saw the tug Bordenstown was in the front, and the other barges were following. I saw the tug Bordenstown was in the front, and the other barges were following.

"At the office of the Delaware and Haritan Towing Company, I met with a very interesting party. They were all very much interested in the story of the disaster. I saw the tug Bordenstown was in the front, and the other barges were following. I saw the tug Bordenstown was in the front, and the other barges were following.

THE LAST GREAT CONTEST ON THE TANBARK.

Portraits of Manager O'Brien, Referees Kilrain and Mitchell, and Many of the Pedes in This Competition.

11 O'CLOCK
THE TRAMPS.

They Start Bravely on Their Six-Day Task.

"His Grace" of Queensberry Set Them All A-Going.

Several in the Soup Before Daylight.

A Pretty and Plucky British Boy of Sixteen.

Champion Albert Hopes His Record Will Be Broken.

A Comfortable Dime Museum Offer to Queensberry.

SCORE AT 10.30 A. M.

THE MARQUIS STARTS HIM.

AMONG THE CONTESTANTS.

THE BOY'S REMARKABLE RECORD.

SHOWS IN A BLACK.

GOOD WIVES IN ATTENDANCE.

OLD MAN ELSON IN THERE.

THE TIGER'S RECORD.

NO NEW CASES AND NO DEATHS.

Such Is the Yellow Fever Bulletin from the Cruiser Hoscon.

There need be no anxiety regarding the presence of yellow fever on board the new cruiser Hoscon, which arrived from Port Antonio, Hayti, Saturday morning.

There has been no new cases since the 19th inst. of the fever men who died it more than probably that two or three men have lived had it not been for the continuous rolling and pitching of the ship in a four-day's gale of wind.

The two seamen, Thomas and Mitchell, who are now recovering, will be transferred to the quarantine hospital immediately. Surgeon W. L. Simon, the only remaining invalid, is supposed to be improved at present. He has been feverish for three days, and would recover were it not for extreme weakness and danger from failure of the heart.

There has been no panic among the officers or crew of the Hoscon, and there were numerous volunteers to nurse the sick, some of whom had had previous experience with the disease. These volunteers rendered faithful service.

It is impossible to report the sickness on board the Hoscon. In none of the ports visited were the men allowed to leave the ship, and provisions to the visit port at Prince there had been no sickness of any kind on board the ship.

The Hoscon will be carefully fumigated and frozen out, and in view of all that has been done, the fact that she has been in the harbor for six days, it may be positively stated that the disease is over.

When the Hoscon left Port Antonio there was no reason to believe that the disease was on board. The three northern ports of the Republic, the present Government at Port Antonio, which was established by the revolution a few weeks ago, is the North had arms in a warehouse, and they are open war between the sections. But they are deficient in arms and munitions of war, and the navy, controlled by the existing Government, blockades their ports and diminishes the chances of their obtaining war material from abroad.

Whether the South will be able to hold North, or will seek to win them over by offering concessions, is a matter of conjecture. It would seem, however, the latter course would be followed in preference to the former for political reasons. In fact, a small beginning has already been made by the existing Government, and the Northerners, who were captured with the American steamer Haytian Republic Oct. 21, there is no chance that they will agree to separate and establish two republics.

This sectional trouble in Hayti has been a great source of annoyance to American and English firms. In fact, a small beginning has already been made by the existing Government, and the Northerners, who were captured with the American steamer Haytian Republic Oct. 21, there is no chance that they will agree to separate and establish two republics.

The entry of the party into the great pavilion was in the nature of a triumphal march, the immense audience cheering and applauding the men who went from mouth to mouth like the stranger who had been invited to the party.

Among the prominent fellows were Judges Patterson, Gavan Duffy and Ambrose Monahan, Henry E. Abbey, ex-Alderman Farley, Col. Tom O'Connell, W. S. Stokes, Capt. W. M. Loner, E. Berry Wall, Messrs. Barrymore, St. George, Fitz George, Fitz Daly, A. J. Smith, Richard K. Fox, Brogan Bill Carney, John Singer, J. W. Kosephoff, Gus Guerrero, William J. O'Connell, and his brother, Jack Dempsey, Jim Patterson, Maria Glouk, whose life was saved in last winter's blizzard by a World reporter, and John K. Morris, the museum manager.

Just prior to the start Jim Albert said: "No, I am not a spectator because I was out of condition. I hope my record of 611 miles will be broken. I think it will, Littlewood, Mason, Hery and Brown are all good men. If my record is broken I will enter a race against the winner to recover the championship. Otherwise I am retired."

Among them were George Littlewood, who covered 611 miles last May with the bones of one foot exposed; Dan Hery, who was second in Albert's race in February, with 582 miles 600 yards to his credit; George Connor, the little Irish-Englishman who covered 418 miles in a seventy-two hour race; Frank Hart, the Haytian colored boy who won the O'Grady mile race in this city, covered 418 miles in a seventy-two hour race; Frank Hart, the Haytian colored boy who won the O'Grady mile race in this city, covered 418 miles in a seventy-two hour race; Frank Hart, the Haytian colored boy who won the O'Grady mile race in this city, covered 418 miles in a seventy-two hour race.

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