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The Morning Astorian.

VOL. L.

ASTORIA, OREGON, SUNDAY, JULY 1, 1900.

NO. 430



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APPALLING LOSS OF LIFE AND PROPERTY IN A FIRE ON NEW JERSEY SHORE

Immense Docks of North German Lloyd Steamship Company and Three Oceanic Steamships Destroyed at Hoboken, Involving a Loss of Over \$10,000,000

MORE THAN FIFTY PERSONS EITHER CREMATED OR DROWNED

Steamships Saale, Bremen and Maine, Set on Fire From the Blazing Piers, Burn to the Water's Edge—Scores of People on Board, Most of Whom Lost Their Lives—Hoboken Fire Department and New York Fire Tugs Unable to Cope With the Flames, and Dynamite Is Resorted to—Twenty-five Bodies Recovered Up to 2 O'clock This Morning.

NEW YORK, June 30.—Almost ten million dollars' worth of property was destroyed, many lives lost, many persons were injured and at least 1,500 lives were imperiled by a fire that started among the cotton bales under Pier No. 3, of the North German Lloyd Steamship Company, at Hoboken, N. J., at 4 o'clock this afternoon. In less than fifteen minutes the flames covered an area of a quarter of a mile long, extending outward from the actual shore line to the bulkhead, from 600 to 1,900 feet away, and had caught four great liners and a dozen or more smaller harbor craft in its grasp.

The stories in regard to the loss of life are conflicting, the number being variously estimated at from 50 to 200. Up to midnight ten bodies had been recovered, but they were all so badly burned and blackened that identification was impossible.

The crowd on the banks of the river were almost as great as that which formed to witness the triumphant return of Admiral Dewey. Looking up the river towards the burning ships and piers, the scene was a wonderful and tragic one in grandeur. 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 afloat to the New York shore and crushed against the piers from Canal to Murray streets.

From what can be learned tonight the flames started among a large pile of cotton bales on Pier No. 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 one-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 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 was the Saale, a single-screw passenger steamship of 4,965 tons gross; the Bremen, a twin-screw passenger and freight steamship of 16,500 gross tons. They all caught fire and were burned to the water's edge. The celebrated Kaiser Wilhelm der Grosse, which had just come in, was the only one of four big vessels at the docks that escaped.

The fire was first discovered by a watchman on the pier at 4 o'clock. He saw a small streak of flame shoot

from a bale of cotton on Pier No. 2, at which was docked the steamer Saale. He immediately sent in the 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 Maine. Tugs were immediately made fast to the big Kaiser Wilhelm der Grosse and she was gotten out into midstream with safety, though badly scorched at the bows. The ship Maine, 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.

To the north of Pier No. 1 was the dock of the Hamburg-American line at which the steamship Phoenicia, a twin-screw passenger steamer of 6,571 gross tons was docked. The flames got a good hold on the Phoenicia and she was towed out into midstream ablaze. The fire had by this time become so fierce that the officials of the Hamburg-American line decided that the only way to prevent the total destruction of their great pier was to blow up the side of the dock at which the Phoenicia lay, and this was done. A number of barges docked at the pier also took fire, but in the effort to save other property, no attention was paid to them, and they were allowed to burn.

It is feared that the loss of life in the holds 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 Maine, 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. When the cry of fire was raised most of them jumped overboard, and save for a 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 with the injured. Some of the passengers of the Maine tried to escape to the pier and it was almost certain that they would perish in the flames.

There was a panic on each of the ships. Many persons jumped overboard and the water for some distance along the docks was lined with people. They were clinging to piers and even to the rudders of the burning vessels. Some were picked up, some were drowned. Peter Quinn, justice of the peace in Hoboken, tells the story of having seen at least thirty people perish.

When the fire broke out such headway was gained that by the time the Hoboken fire department arrived they were helpless to cope with the flames. Calls were made to the New York fire department for assistance and the fire tugs were sent over. They, however, had little effect on the great mountain of flames and smoke. By 7 o'clock three piers of the German Lloyd Steamship Company had been burned to the ground. The south end of the Campbell Storage Company's property, consisting of five five-story structures, caught on fire and the buildings, being filled mainly with jute and whisky, burned rapidly. In the buildings a large loss will be sustained.

The Saale and Bremen, after being pulled from the docks, were towed ablaze down the bay and beached off Liberty Island. On the Bremen, as she blazed out in mid stream, six men could be seen with their heads out of

the port holes, waving handkerchiefs for assistance. The tugboats dived around the big steamships, making every effort to save them, but the terrible heat of the flames kept them away.

Five minutes after the fire broke out a woman jumped from one of the ships in a vain attempt to reach water. The flames drove her from the ship and she leaped into a burning lighter alongside the ship. An officer on board the ship saw her, and plunged down after her, hoping to drag her out of the burning lighter into the water. Both perished in the flames.

Up to 2 o'clock twenty-five bodies had been recovered.

FATE OF THE OREGON.

Several Holes Punched Into the Bottom and Forward Compartments Are Leaking Badly.

WASHINGTON, June 30.—(Special to the Astorian.)—The following dispatches were received this afternoon at the navy department relative to the grounding of the Oregon: Che. Foo, June 29th.—Secretary of the Navy.—"We anchored yesterday during a dense fog in seventeen fathoms of water, three miles south of How Ke Light, in the Gulf of Pe Chi Li. We sent out two boats and sounded. The least water was five and a half fathoms. Weather was clear. Got under way and struck a pinnacle rock. There is much water in the forward compartment. The sea is perfectly smooth. Shall charter a steamer if possible at Che Foo and lighten the ship. The rock went through the side of the ship above the double bottom about frame 19. Small holes also are through the bottom of the ship." (Signed WILD.)

HONG KONG, June 29.—Secretary of the Navy, Washington.—"The Princeton has arrived. The Brooklyn leaves today for Nagasaki. The Saffro which is at Che Foo has been sent to assist the Oregon. The Iris is going to her assistance." The point where the Oregon grounded is 50 miles northwest of Che Foo.

LONDON, July 1.—A special dispatch from Shanghai, dated June 29 (Saturday), says that all on board the United States battleship Oregon, which went ashore in the Gulf of Pe Chi Li, have been saved. There is some chance that the vessel may be floated.

DEATH OF JUDGE DENNY.

The Famous Pioneer Passed Away at Seaside Yesterday.

PORTLAND, June 30.—Judge O. N. Denny died today at Seaside, aged 62 years. Judge Denny was a pioneer of Oregon, having come here in 1852. He was consul-general to Shanghai, China, under President Arthur, and afterwards advisor to the King of Corea.

BAD FIRE AT TACOMA.

Northern Pacific, Union Stock Yard and Mattress Factory Have Losses.

TACOMA, June 30.—Fire today destroyed the warehouse of the Puget Sound Lumber and Mattress Factory, the buildings of the Union Stock-Yards and Damaged the Northern Pacific property in the company's freight yards. Captain Carlson, fireman, was struck by a falling timber and knocked out of a three-story window, breaking his arm and suffering severe injuries about the head. There were dozens of narrow escapes from the flames, smoke and falling walls. The total loss will amount to \$18,000.

FIEND MUST HANG.

Victim Says He Is Sorry He Did Not Murder More People.

STOCKHOLM, Sweden, June 30.—Philip Nordlund, who on May 13 last, on the steamer Prinz Carl, on which he was a passenger, murdered seven men and wounded seven others, was today sentenced to death. He expressed regret that he had not killed every one on board the Prinz Carl, emphatically denied that he was insane and asserted that he had committed the crimes in order to "avenge himself on mankind."

ARMY PAY INCREASED.

American Soldiers Serving in the Islands Will Get More Pay.

WASHINGTON, June 30.—The adjutant-general of the army has issued a circular, to govern recruiting for the regular army, which differs from previous circulars on the same subject only in providing that the pay proper of enlisted men serving in Porto Rico, Cuba, the Philippine Islands, Hawaii and in the territory of Alaska is increased 20 per cent over and above the regulation rates of pay.

DESTINATION UNCERTAIN.

Superintendent of the Army Transport Service Asks For Definite Instructions.

SAN FRANCISCO, June 30.—Colonel Lord, superintendent of the army

transport service, has asked the war department for instructions in regard to the transport Grant and the horse ships Lenox, Conemaugh and Leelanaw. The transport is scheduled to sail Sunday with the Sixth cavalry for Nagasaki and the Conemaugh to-night for the same place. The Lenox is at Portland and will sail from there on July 2.

Among the officers who will sail on the Grant are Major Grossbeck, Major Ellis, Sixth artillery, and Major Watrous, paymaster; Captain M. C. Alexander, Thirteenth Infantry; Captain Kirkman, Thirteenth Infantry; Lieutenant Conley, Twenty-first Infantry; Lieutenant Shaffer and Lieutenant Steels.

General Shafter telegraphed to Washington to learn whether 22 nurses who had been ordered to Manila on the transport Grant should not be detained until a later transport. Secretary Root replied that the women should go as planned. At the headquarters it is said that what troops and nurses are not wanted in China will be sent to Manila on mail steamers.

HELD AS NON-UNIONISTS.

Bricklayers' Union Suspended Till Fines Are Paid.

CHICAGO, June 30.—Unless the bricklayers' and stonemasons' union pays fines aggregating \$1100, and alters its agreement with the Chicago masons' and builders' associations, its members will be considered as non-union workmen. A resolution to this effect was adopted by the Building Trades Council last night, together with a declaration that the bricklayers' union, which is composed of over 3,000 members, stood suspended from the central organization.

FOUR CENTS A MILE ON LAND.

Soldiers Returning From the Islands Will Get, at Sea, Passage and Food Only.

WASHINGTON, June 30.—In accordance with the provisions of the last army appropriation act, the secretary of war has amended the general orders so as to provide as follows:

"An enlisted man when discharged from the service, except by way of punishment for an offense, shall receive four cents per mile from the place of his discharge to the place of his enlistment, enrollment or original muster into the service, except that for sea travel on discharge to and from or between our island possessions, transportation and subsistence only shall be furnished him."

ANOTHER GOEBEL SUSPECT.

One More Added to the List of Suspected Assassins.

FRANKFORT, Ky., June 30.—Robert Noaks, suspected of being implicated in the Goebel assassination, has been arrested at Big Stone, Va.

FIRST THROUGH TRAIN.

Santa Fe Brings Two Hundred and Thirty Marines.

SAN FRANCISCO, June 30.—The first overland passenger train to reach Point Richmond over the Santa Fe Road arrived today with 230 Marines, who are to leave tomorrow on the United States transport Grant.

FRENCH TRANSPORTS SAIL.

Will Take Soldiers and War Material to Chinese Ports.

MARSEILLES, France, June 29.—The French transport Cachard sails tomorrow for Tonquin with twenty-six officers, 700 soldiers, battery of 3 guns and 2,000 tons of provisions and ammunition. The transport Ernest Simons also sails tomorrow with some officers and 600 tons of war material for China.

REAR-ADMIRAL PHILIP DEAD.

Commander of Battleship Texas Passes Away in New York.

NEW YORK, June 30.—Rear-Admiral Philip, who died today, commanded the battleship Texas and participated in the destruction of Cervera's fleet as well as in other important naval movements in the West Indies during the Spanish war.

EXTRADITION ASKED FOR.

Embezzler Neely's Case Adjourned to July 23.

NEW YORK, June 30.—A writ of extradition for Charles F. Neely, charged with embezzling, was moved for by United States District Attorney Burnett before Judge Lacombe in the circuit court. The motion was made in accordance with the provisions of the act passed by congress in the closing hours of the last session. John D. Lindsay appeared for Neely. The case was adjourned to July 23 next to give Mr. Lindsay time to prepare his brief and submit it, and also to enable the government to secure more evidence.

HARVARD DEFEATS YALE.

NEW YORK, June 30.—Harvard won the baseball game from Yale today by a score of 5 to 2.

MINISTERS TO BE RESCUED FROM PEKIN

United States to Send an Expedition for Their Relief.

KEMPF'S SOUND SENSE

Declined to Assault Chinese Forces Except When Necessary in Order to Protect Americans—News From Taku Giving Details of Several Conflicts.

no less than four accounts have come to the state and navy departments respecting the condition of ministers at Peking, no one of the messages gives the slightest intimation of why the ministers failed to leave the Chinese capital when given a day's time to do so. One assumption is that the ministers declined because they would have gone out of Peking to certain massacre by the hordes of Boxers outside. Another is that they declined to leave until other foreigners were safely removed, something beyond the capacity of the government today determined to proceed upon lines laid down, namely, the ministers are in Peking and in need of help. The navy and war departments will continue the plans already set afoot for the despatch to Peking of an expedition to bring away the ministers.

LONDON, June 30.—A special from Shanghai says that the railway between Tien Tsin and Taku is now in working order. A telegram from Che Foo, dated yesterday (Friday), reports that a Japanese steamer has arrived with a number of ladies and children from New Chang, which is now defended by Russians and Japanese. Sheng Tung province is now up in arms, according to special dispatches from Shanghai, and the rebels are destroying missions.

Foreigners are escaping by means of an escort of the governor. Boxer placards have been posted at Kaiding, a city a day's march from Shanghai, fixing Sunday as the day for a massacre of foreigners and the burning of the missions.

The consul has detained a steamer which will take away foreigners. Young Mr. Denby, son of the late United States minister to China, Colonel Charles Denby, has been reported from Shanghai as being safe.

The City of Chin Chow, according to advices received from China, has been attacked by the Boxers, who are now looting it. The missions have been destroyed and the members barely escaped with their lives.

TAKU, June 27.—The greatest anxiety exists concerning the foreigners at Peking. Admiral Kempff believes that large reinforcements are necessary to reach Peking. Major Walter's command with 40 Russians was ambushed three miles from Tien Tsin on June 21. They were compelled to retreat, the Americans abandoning a 3-inch rifle and a Colt's guns, losing four killed and seven wounded. American casualties in relief of Tien Tsin follow: Privates John Hunter and Nicholas, killed; Sergeant Taylor, Corporal Pedrick and another, wounded.

Lieutenant Irwin and Cadet Pettin-gill, with 40 men, were found in good condition at Tien Tsin.

TAKU, June 27.—Admiral Kempff opposed the policy of attacking the Chinese army unless they began hostilities. It is now admitted that the powers attacking the forts turned the Chinese into allies with the Boxers. Americans think this might have been avoided. Admiral Kempff has held aloof from hostilities beyond movements necessary to rescue Americans. The forces ashore now number 16,000, of which 3,200 are British, 1,300 German, 4,000 Russians, 2,500 Japanese, the remainder being Americans, French, Italians and Austrians.

Yesterday the English torpedo boat Fame visited the fort at the new city, 12 miles up the river. It was found deserted and was blown up.

Lieutenant Jayne of the Newark, trying to reach Tien Tsin by boat at the time of the storming of Tien Tsin, had a fierce fight with the Chinese. Major Walker's battalion of 130 marines, with Commander Craddock's British naval brigade numbering 500 men, were camped on June 21 eight miles from Tien Tsin where the railroad had been destroyed. At daylight on the morning of the 23d Major Walker and two companies of British marched on Tien Tsin. The remainder of the British, and 300 Welsh soldiers, supporting, went up the river bank. Another column, consisting chiefly of Russians and Germans, took up the

(Continued on Fourth Page.)

Screens and Screen Frames, Fire and Draught Screens...

A NEW CONSIGNMENT JUST RECEIVED

FOLDING BEDS MANTEL BEDS CHINA CLOSETS and LIBRARY CASES

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