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TERRIBLE FIRE.

Two Hundred Lives Lost, and Ten Million Dollars Worth of Property Destroyed.

The Piers of the North German Lloyds Steamship Company at Hoboken and the Steamers Saale, Bremen and Main the Scene of the Horrible Catastrophe.

NEW YORK, July 1.—The losses sustained in the horrible conflagration in Hoboken last night are tonight conservatively placed at nearly ten million dollars, but the loss of life will reach probably as high as two hundred and there are over three hundred men in the hospitals in this city, Hoboken and Jersey City, badly injured.

Up to 11 o'clock tonight eighteen bodies had been recovered. Eleven of these were placed in a row at the morgue in this city and numbered, this being the only means the authorities have of maintaining any sort of identity over the corpses, as they are so badly charred and disfigured that identification will be made only by trinkets or pieces of clothing that were found about the bodies.

The only way the steamship officials have of approximating the loss of life is by comparing the list of those reported safe with the list of the employes on the steamships. Late tonight Gustave Schwab, the general agent of the North German Lloyd line, gave out a list, showing what men on each vessel had been missing up to that hour. On the Saale two hundred and fifty-five men were employed, and only one hundred and twenty-eight of these had been accounted for up to 11 o'clock, leaving one hundred and eighteen men actually employed as officers, sailors, stewards, engineers, coal passers, oilers and trimmers, to be accounted for. The Bremen had two hundred and four men on board, but only 127 of these have been found. The Main had 137 employed on her at the time and of these only 76 have been reported safe.

The scene of the great fire today presented a spectacular but horrible sight. Over in Hoboken, where two days ago piers reaching hundreds of feet out into the river and rising in the air like great hills stood, alive with outgoing and in-coming commerce, a mammoth waste of burning and smouldering beams, with here and there an occasional remnant of a high brick wall, are all that remains of the hundreds of thousands of dollars worth of property.

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 Co. in Hoboken yesterday cannot be approximated with any degree of certainty. Conservative people who have had experience along the docks in shipping interests are of the opinion that not over 200 lives were lost.

One of the officers of the steamship Bremen said today that there were fully 200 visitors on board that vessel when the fire touched there, the majority of them being women. A boat was lowered from the Bremen shortly after the alarm had been given, but the craft capsized as it touched the water, and all hands were precipitated into the water and none of them were saved by those remaining on the vessel.

This in itself would indicate that the list of dead may be larger than it was first thought to be.

The property loss can simply be approximated at this time. None of the officials around the docks could give anything like a precise estimate of their losses, and none was prepared to make a statement on this point. A conservative estimate made by a prominent fire underwriter places the damage at less than $10,000,000.

The three docks of the North German Lloyd line are total losses, with all their contents, and they are still smouldering with many streams from fire hose playing continuously on the debris.

The pier of the Thingvall line is totally wiped away, and an extension which had just been built on the Hamburg-American line's expanse of piers was burned down to the pile tops.

The warehouse 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 estimated tonight, approximately, is as follows:

The steamship Main, of the North German Lloyd line, cost $1,500,000 outside of the cargo, fitting and stores. The loss is placed at $1,200,000 for the vessel and about $400,000 for the fitting 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. She is beached off Weehawken tonight, and still smouldering, apparently destroyed, save her machinery.

The Saale, the steamship which will have the most horrible story of death to unfold when the divers go down in her, cost $1,250,000, and the fittings and cargo were valued at $500,000. The Saale is beached at Ellis Island and still burning. The damage to the vessel proper is placed at about $800,000.

The damage to the Kaiser Wilhelm Der Grosse is estimated at $25,000.

The three docks of the North German Lloyd line, which were burned to the water's edge, are estimated to have cost $300,000. The docks were filled with merchandise just received from abroad and valued at $350,000.

The Thingvalla pier, which was entirely consumed, was valued at $50,000, counting the stores which were on it.

The Hamburg-American line dock, which had just been completed as an extension to their great pier, which was destroyed in order to prevent the spread of the flames, was damaged to the extent of $15,000. This was the only loss they sustained, as the steamer Phoenicia, contrary to reports, was not even scorched.

The warehouses of Palmer Campbell, houses E, F, G and H, were burned. Mr. Campbell said tonight that he could not give any definite estimate of his losses, but the damage to buildings alone would amount to at least $50,000 and to the contents $1,250,000.

One lighter, containing 5,000 bags of sugar, was destroyed, the loss being $27,000.

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

The Hoboken shore railroad had a number of cars burned and other property damaged. Total loss, $7,000.

Minor losses on floating property, burned at the fire proper or set on fire by burning driftwood, will amount to about $20,000.

The personal losses sustained by those aboard the steamships can simply be surmised, as there are no ways of ascertaining at the present time.

Freight Manager Bonner said tonight that the Main had about 5,000 tons of cargo in her hold.

The Saale had a full cargo, including copper and general merchandise, but the Bremen had hardly any cargo aboard.

"I believe," Mr. Bonner said, "that the total loss to the cargo on the three ships will exceed $1,000,000."

Gustave Schwab, agent of the North German Lloyd steamship line, when seen tonight about the losses to his company, said:

"Things are in a very unsettled condition as yet, and I have been hard at work today gathering up the ends. I have been on a tour of inspection of all three of the wrecked vessels, as well as the Kaiser Wilhelm Der Grosse, which was docked at pier 42 North River. She will leave on her regular trip Tuesday at 1 a. m.

"The Saale was the first vessel we visited. From there we went to the Bremen and the Main. 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 will be."

Mr. Schwab stated that there were no passengers on board the Saale, and that if any bodies were found other than those of the crew, they were the remains of visitors.

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. Many others are believed to be so seriously injured that they cannot recover.

There were about 70 missing reported at the North German Lloyd office alone. Fully eighty per cent. of the sailors are Germans, who have no home and no relatives in this country.

At 4 o'clock this morning nineteen men, machinists and firemen, were taken off the steamer Bremen, after being held very close bound, with death staring them in the face, for nearly twelve hours.

No loss of life was reported from the Bremen with the exception of the possibility of death occurring from the capsizing of the boat. As seventy-four persons were rescued from the river by six boats' crews from the steamer Phoenicia of the Hamburg American line, it is just possible that there was not a soul lost from the Bremen. There were three dead bodies picked up near the Hamburg American line dock in Hoboken. One of them was identified as that of Lena S. Cordts, a stewardess of the steamer Saale. The other two were bodies of males, one of whom was identified through a rent receipt found in his pocket, as Henry Kordell of Hoboken. The other body lies as yet unidentified at the morgue, but from the appearance of the clothing it is presumed that the man was an oiler or coal passer on some of the ships.

From a very reliable source it was learned this evening that the officers of the steamer Saale had accounted for 111 persons out of a total of 253 who were on board at the outbreak of the fire.

Among those reported as missing were: Chas. Brunner, 45 years, upholsterer, West Hoboken; John Moeller, laborer, Hoboken; Henry Cohen, Hoboken; Otto Weber, pantry man on the Main, Brooklyn; Louis Billeman, laborer, Hoboken; Geo. Schmidt, laborer, Hoboken; Hans Kuger, laborer, Hoboken; Chris Wilderb, laborer, Hoboken; Joseph Telloran, laborer, Hoboken; John Behr, laborer, Hoboken; Avara Bushardt, laborer, Hoboken; Jacob's Harloff, painter, Hoboken; Herman Pundt, steward steamship Bremen; Wm. Arndts, Jersey City; Wm. Hepp, laborer, Hoboken; John Peterson, one of the crew of the lighter Gold Dust; Fred Jenser, laborer, Hoboken; Chris Leedwickson, longshoreman, Hoboken; Annie Stevens, canal boat, Montgomery; Frem Gernier, laborer, Hoboken; Jacob Stidder, laborer, Hoboken; Fritz Hultze, laborer, Hoboken; Frank Dicker, painter, New York; Carlo Calaenzro, laborer, New York; William Brownlee, laborer, Hoboken.

NEW YORK, July 1.—It is feared that some of the Christian Endeavorers who were to have sailed from Boston Tuesday for Southampton on the Saale, may have lost their lives. It was said today that some of these people had come to this city to inspect the ship which had been chartered to take 500 of them to England, and that they were on board of her when the flames broke out on the pier.

HALIFAX.

Dominion Day Quietly Celebrated.—Military Manoeuvres.

HALIFAX, N. S., July 2.—Dominion day was observed in Halifax only by the closing of the banks and public offices. A royal salute was fired and the citadel was dressed in bunting. Throughout the province the day was observed with more or less enthusiasm.

Once every year all the troops in this garrison, Canadian militia and imperial regulars, have mobilization manoeuvres, and the city is declared to be in a state of siege. The mobilization took place today, and the result was that an attacking force was enabled to make a landing, driving back a portion of the defending force and capturing a couple of companies of prisoners and two guns. This was the official decision of the umpires. The defenders were trapped, owing largely to inadequate knowledge of the roads to be traversed. The Third Royal Canadian regiment comprised the chief part of the defending force. The attacking party made a company and a half of this regiment prisoners at the end of the day, marching them in triumph into the city. The two guns taken were handled by the Royal Artillery.

The fleet is on a cruise in the St. Lawrence, so that the ships of war usually here did not enter into the calculations in the manoeuvres.

It is understood that Robert McConnell, formerly editor of the Chronicle, has been offered and has accepted a position in the statistical office, Ottawa.

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CHINA SITUATION.

German Ambassador Hacked to Pieces in Pekin.

The German Legation and Six Other Buildings Burned.—Little Hope that Any Foreigners Have Been Left Alive in the Chinese Capital.

LONDON, June 30, 3 a. m.—The adventures of the hard fighting allies under Admiral Seymour, their reaching Anting, twelve miles from Pekin, the decision to retreat, the capture of rice and immense store of modern arms and ammunition, affording material for a strenuous defence until relieved—all this is told in a despatch from Admiral Seymour received by the admiralty at midnight, which runs as follows:

"TIEN TSIN, June 27, via Che Foo, June 29, 10.05 p. m.—Have returned to Tien Tsin with the forces, having been unable to reach Pekin by rail. On June 13 two attacks on the advanced guards were made by the Boxers, who were repulsed with considerable loss to them and none on our side.

"On June 14 the Boxers attacked the train at Lang Yang in large numbers and with great determination. We repulsed them, with a loss of about one hundred killed. Our losses were five Italians.

"The same afternoon the Boxers attacked the British guard left to protect Lofa station. Reinforcements were sent back, and the enemy was driven off, with a hundred killed. Two of our seamen were wounded.

"We pushed forward to Anting and engaged the enemy on June 13 and June 14, inflicting a loss of 175. There were no casualties on our side.

"Extensive destruction of the railway in our front having made further advance by rail impossible, I decided on June 16 to return to Yang Tsun, where it was proposed to organize an advance by the river to Pekin. After my departure from Lang Yang, two trains, left to follow on, were attacked on June 18 by Boxers and imperial troops from Pekin, who lost from 400 to 500 killed. Our casualties were six killed and 48 wounded. These trains joined me at Yang Tsun the same evening.

"The railway at Yang Tsun was found demolished, and the trains, it is not believed, moved. The force being short of provisions and hampered with wounded, compelled us to withdraw on Tien Tsin, with which we had not been in communication for six days, and our supplies had been cut off.

"On June 19 the wounded, with necessaries, started by boat, the forces marching alongside the river. Opposition was experienced during the whole course of the river from nearly every village, the Boxers, when defeated in one village, retiring to the next, and skilfully retarding our advance by occupying well selected positions, from which they had to be forced, often at the point of the bayonet and in the face of a galling fire difficult to locate.

"On June 23 we made a night march, arriving at daybreak opposite the imperial armory above Tien Tsin, where, after friendly advances, a treacherous heavy fire was opened while our men were exposed on the opposite river bank. The enemy was kept in check by rifle fire in front while their position was turned by a party of marines and seamen under Major Johnson, who rushed and occupied one of the salient points, seizing the guns. The Germans, lower down, silenced two guns and then crossed the river and captured them. The armory was next occupied by the combined forces. Determined attempts to retake the armory were made on the following day but unsuccessfully.

"Found immense stores of guns, arms and ammunition of the latest pattern. Several guns were mounted in our defence and shelled the Chinese forts lower down.

"Having found ammunition and rice, we could have held out for some days; but being hampered with large numbers of wounded, I sent to Tien Tsin for a relieving force, which arrived on the morning of June 25. The armory was evacuated and the forces arrived at Tien Tsin on June 26. We burned the armory.

"Casualties to date: British killed, 27; wounded, 75; American killed, 4; wounded, 25; French killed, 1; wounded, 10; German killed, 12; wounded, 62; Italian killed, 5; wounded, 3; Japanese, killed, 2; wounded, 3; Austrian killed, 1; wounded, 1; Russian killed, 10; wounded, 27.

SHANGHAI, June 29.—It is officially announced that the Russian Vice-Admiral Alexieff will take command of the allied forces in the north.

SHANGHAI, June 29.—It is reported here that the United States battleship Oregon is ashore on the island of Hoo-Kie, in the Miao Tao group, fifty miles north of Che Foo, and that a steamer of the Indo-China Steam Navigation Co. has gone to her assistance.

LONDON, June 30.—The Canton correspondent of the Daily Telegraph, in a despatch dated Thursday, says:

"The unexpected arrival of an edict late last night from the Emperor and Empress Dowager prevented the departure of Li Hung Chang northward on the U. S. S. Brooklyn. Arrangements for his sailing had been quietly completed by U. S. Consul Robert M. McWade and Commander McLean of the Don Juan Austria. The possibility of a rebellion in Canton and the imperative necesssity of the organization of a properly armed and reliable corps of 10,000 men are among the chief reasons for the edict detaining Li. One hundred and thirty pirates and Boxers were beheaded yesterday by Li's orders to terrorize law-breakers.

"U. S. S. Princeton has been ordered to Canton."

A despatch from Shanghai of yesterday's date says the position at Chung King is very critical, and that the steamer Pioneer has been detained.

WASHINGTON, June 29.—Up to midnight no official news had been received bearing on the report that the battleship Oregon had gone ashore near Che Foo.

Early last week Admiral Remey was directed to send this vessel from Hong Kong to Taku. Captain Wilde is her commander. She left Hong Kong last Saturday night, two days ahead of her intended departure, and had on board, in addition to her regular crew, 164 sailors and marines brought to Hong Kong from Manila by the Zafiro. The distance she had to travel was about 1,500 miles, so that in all probability she must be in the vicinity of Che Foo if she maintained her reputation as a fast battleship.

MELBOURNE, June 29.—In response to a request from the admiralty that three vessels of the auxiliary squadron should proceed to Chinese waters, the premier of Victoria, Mr. McLean, has cabled an offer of 200 marines and two guns.

LONDON, July 2—Official despatches received by the consular body at Shanghai, an Express cable, dated Shanghai, July 1, says, confirm in the fullest manner the report of the butchery of Baron Van 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 consul general of the powers, who expressed fears that war a outrance 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 learned, has received news from the British consul at Che Foo that Baron Von Ketteler has been killed, but no other information.

A despatch to the Express from Nankin, June 30, says:

"French priests here have received reports that the public execution of foreigners has been in progress since June 20. The news comes by runners from French priests at Pekin, who state that they administered the last rites to the condemned men."

Nankin cables, dated Sunday, say that Viceroy Liu Hun Yi has received a telegram from Gen. Yulu on Saturday, stating that the German minister has been murdered at Pekin. Yulu, who escaped from Tien Tsin to Tao Ting Fu, also wired: "Position desperate. Implore your help. Foreign troops of eight nationalities entering Pekin to the number of 30,000 or 40,000. I cannot hold out four days."

Liu Yum Yi has received this from the viceroy of Yuanshikai.

"Foreign troops victorious at Tien Tsin. They will enter Pekin immediately."

Outbreaks of the Boxers appear imminent at Canton. The feeling of unrest steadily increases. The Boxers from Ping Tu were marching on Sunday on Che Foo. The governor of Yuan Shikai feared for the town and sent to the warships for forces. A small riot occurred at Che Foo on Saturday.

Fifty-two refugees who had arrived from New Chwang aver that the Boxers have destroyed the railway north of Fort Arthur and that all the American and English residents are leaving. General Yuanshihkan, commanding the best foreign drilled troops in China, has notified the German governor of Kiao-Chou that he will not permit the German parties' proposed expedition to Weihsien to rescue Chalfont, and the Misses Bowden and Hawes, the American missionaries, in the hands of the Boxers. The missionaries at Ting Fu were reported to be safe on June 25.

A correspondent in Shanghai learns from official sources that the Chinese are laying torpedoes between Shanghai and the Kiang-Nan arsenal.

Agents of the Boxers are busy in Shanghai provoking hatred of foreigners.

Nothing has been heard from the column which relieved Admiral Seymour five days ago and then proceeded towards Pekin; but as it takes at least two days to communicate between Tien Tsin and Che Foo, there is nothing extraordinary in this. Troops are going forward from Taku to Tien Tsin daily, though some reports from Taku allege that it will be three weeks before a large force can be sent to Pekin.

A despatch to the Daily Mail from Tong Fu, without date, via Che Foo, Friday, says:

"It is improper any longer to conceal the harm done to the cause of the allies by the barbarities and the pillage of the Russians on the day after the bombardment. They shot natives and looted everything, including the European houses in Taku. The natives for miles around were looted of supplies and labor is scarcer."

LONDON, July 2, 12.45 a. m.—A despatch from Admiral Bruce to the admiralty, sent via Che Foo, under date of June 30th, says:

"The conduct of Commander Stewart of the Algerine, and Commander Hause, of the German gunboat Iltis, at the bombardment of the Taku forts was magnificent and elicited the ad-

(Continued on Page Four.)

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