\$1,000,000 L0SS; CAUSE UNKNOWN

Hoosac Tunnel Dock Fire Will Be Given Close Investigation.



VIEWING THE FIRE FROM CHARLESTOWN BRIDGE.

PIERS 3 AND 4 ARE IN RUINS.

Philadelphian's Men Fleeing from Flames Have Narrow Escape from Death in Icy Water.

The fire which caused a loss of "bout | rams the entire length of the water | the shore to get out boats, both from \$1,000,000 on the Housac tunnel docks, Charlestown, this morning, will be closely investigated by the state police, Chief Shaw today having given the order to begin looking into the cause. . The fire satrted shortly after 1 in pier 4, burned that pier and pier 3, partly destroyed the ocean steamers Philadelphian and Daltonhall and endangered the

lives of two score sailors. After battling with the fire for three hours the firemen had it sufficiently under control to prevent any further spreading and were able to keep it confined to the two piers. Although under control shortly after daylight the fire burned flercely for hours. It was the most destructive fire that Boston has experienced in some years, and it gave occasion for the display of the loftiest heroism on the part of ship officers, policemen, firemen and plain citizens. Happily for the credit of hu-manity not one of those to whom came the opportunity of showing their courage in efforts to save the lives of fellowmen failed in the performance, and to them is due the fact that, so far as could be told this forencen, not one human life was sacrificed, although there were so many endangered. It was the most spectacular fire for a decade. During more than three

hours the flames, which billowed out of the piers and cast their lurid gleam over the waters of the harbor, not only lighted up Charlestown and East Boston, but the city proper as far South as Dover st, until it was as light as day, and the big offices and business buildings downtown were silhouetted side, and there was not even time for land and reserve officer Gould of division against the glare, until every brick and the men to put on their clothes before 15, and a number of citizen volunteers, cornice and angle in them could be caping into the water. One of the who rushed to the rescue and saved ploked out as though cut in cameo. sailors, his face and hands blistering in lives under circumstances which were picked out as though cut in cameo. losses were being sustained, and that ran alongside, near enough for him to Cause of Fire Not Known, many lives had been in danger, there leap aboard, . Opinion is divided as to w was beauty and grandeur in watching the ice-clad piers and shipping lying in the harbor, when the illumination of the many-colored flames, which came from the miscellaneous cargoes on the danger and there were no row boats in piers, fell upon the glittering ice, woven the stream, but as soon as it was in grotesque shapes by the tides and known that men were swimming for the storms, and which radiated back their lives there was a great rish on prismatic colors, a kaleidoscopic pane. The part of policemen and citizens along

Jumped Into Icy Waters. With one exception the entire crew of the steamer Philadelphian, includ- gone under for the second time, and all ing the captain, jumped overboard of whom were practically helpless, and shortly after the fire broke out and most of them on the point of going

the city proper and the Charlestown side, and in 10 minutes a perfect flotilla of small boats were picking up the drowning sailors, some of whom had

TWO FIREMEN AND TWO SAILORS INJURED AT THE DOCK FIRE

LADDERMAN JOHN F. MURPHY of ladder 18, concussion of HOSEMAN DENNIS DRISCOLL of engine 26, foot crushed and back injured. FREDERICK J. CUSHION, donkey engineer on the Philadelphian, left leg broken. JAMES FELLOWS of the Philadelphian, suffering from ex-

were forced to swim for their lives | down for good when they were drawn until rescued in rowboats. The fire spread with such rapidity that there was no opportunity for the sailors to get ashore, and their only refuge was the loy waters of the harbor. When the captain and crew of the Philadelphian were aroused by the fire the liames were leaping against the to the courage and promptness shown side of the steamer from its only land by patrolmen Foster, Allen and Knee-To one who could eliminate from his the intense heat, managed to oling to full of danger to themselves. mind the fact that enormous money the deck of the vessel until a fireboat So quickly after the discovery of the fire came the necessity for jumping overboard that the few man, then moving about ashore, had not realized the danger and there were no row boats in

aboard. The Philadelphian and the Daltonhall were lying at the Hoosac tunnel docks, when the fire started, and neither had steam up in the boilers, or was otherwise prepared to help themselves. That a number of lives were not lost is due to the courage and promptness shown

Opinion is divided as to whether the fire was caused by spontaneous combustion, by a spark from a pipe which had been smoldering for hours, or was the result of work by an incendiary.
It seems to have been established with sufficient clearness that the fire started in the midst of a great pile of baled Continued on the Seventh Page.

THE BOSTON GLOBE-TUESDAY, FEBRUARY 21, 1905. the woodwork of the cabin and forecas-

The Globe LATEST 7:30 O'GLOCK **INSURANCE**

MEN STIRRED. Will Make Searching

Investigation.

Apportionment of the Losses in the Dock Fire.

Underwriters' Estimate of \$1,250,000.

The news of the big fire at the Hoosac tunnel docks was received with

consternation in fire and marine insurance circles this morning, for the num-ber of serious fires in that particular center within the past few years alone has been the cause of hundreds of thousands of dollars loss, Apart from any official investigations which will be made, the insurance companies will institute a most searching investigation. The loss will not fall far short of \$1,257,000, according to conservative underwriters. derwriters.

It is practically impossible as yet to determine which will be the larger losers, the marine or the fire insurance companies, as it all depends upon the nature of the contracts. As a general thing, cargo is insured against fire under marine policies till within 24 hours after being discharged from the ship, but there are frequent exceptions to this rule.

rule.

As an example of the anxiety under which the insurance people are laboring, 4000 bales of wool were discharged yesterday from the Philadelphian, which without duty are valued in the neighborhood of \$350,000. Just upon which insurance interests, fire or marine, the loss comes it is as impossible as yet to determine until the reports are filed.

A prominent marine insurance underwriter estimated that the losses undermarine policies would not fall much below \$1,000,000. Every company writing marine insurance in this country is interested, the Boston insurance company, the British and Foreign insurance company, the Atlantic Mutual and the insurance company of North America in particular sustaining heavy losses, details of which it is impossible as yet to ascertain. tails of which it is impossible as yet to tails of which it is impossible as yet of ascertain.

The hulls—in insurance parlance the term for the value of the steamer with her engines and fittings apart from their cargoes—are almost invariably insured in London & Liverpool, and, of course, no estimate of the damage to them is as yet obtainable.

as yet obtainable.

The general property of the Boston & Maine RR, which owns the piers, as well as the goods remaining under their care, is insured under a schedule by the fire insurance companies, the aggregate insurance on buildings running over A meeting of the companies interested in these losses was held this morning in the rooms of the Boston board of fire underwriters and committees were appointed to act at once in ascertaining the losses. The following are the companies in which the property of the Boston & Maine RR is carried: ON BUILDINGS, PIERS 3 AND 4

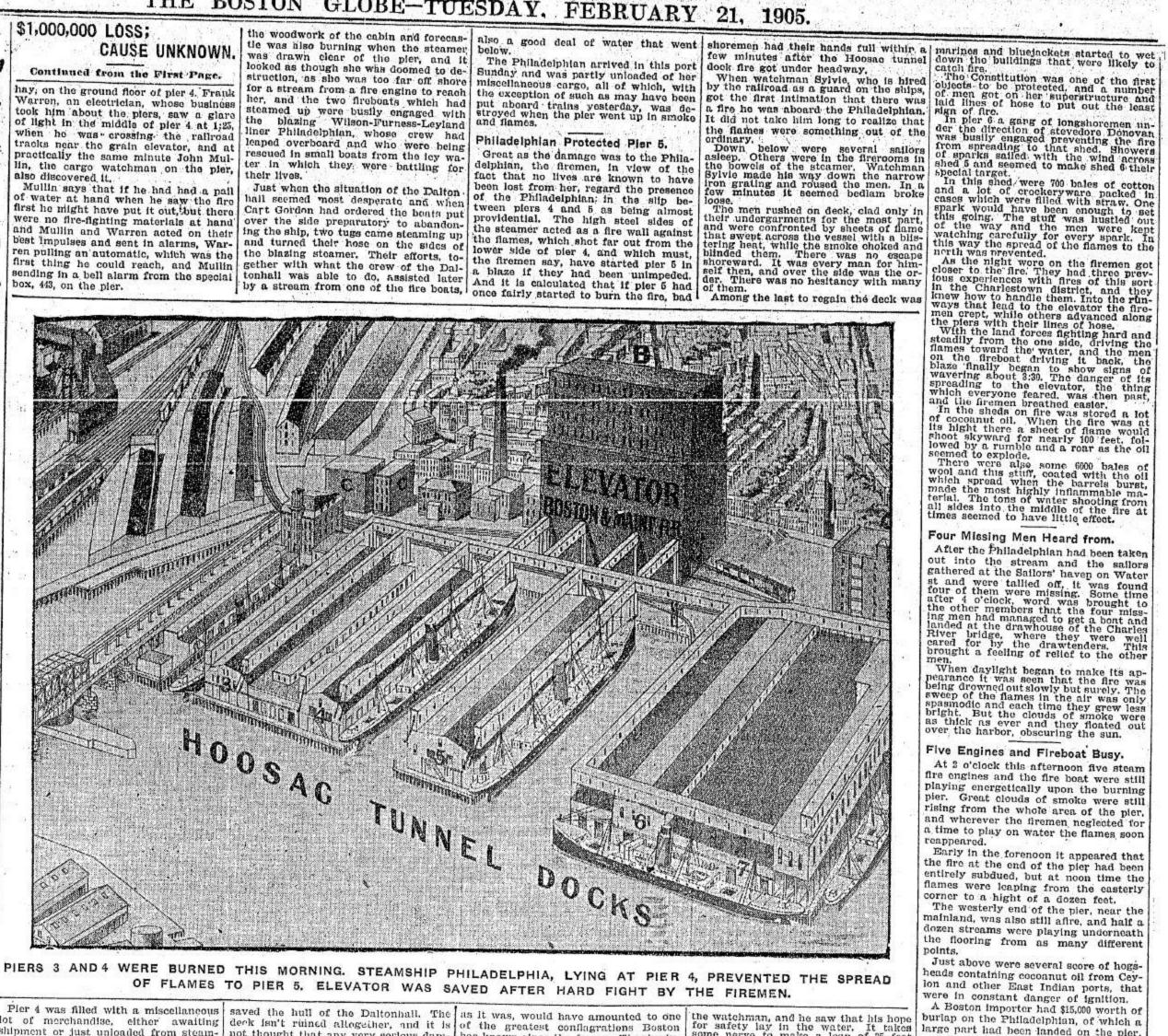
Palatine
National, Ireland
Westchester, New York
Traders, Chicago
Delaware Delaware
Union, England
County, Pennsylvania
Norwich Union, England
Svca, Sweden
London London
Milwaukee Mechanics
Mercantile, Boston
American Central, St Louis
New York Underwriters 1,500 New York Underwriters New York Underwriters
Altna
Michigan Commercial
Lloyds, London
Excess, London
Anchen Leipsiger, Germany
Salamandra, itussia
Skene, Sweden
Netherlands, Holland
Central Vermont Total.....\$209,752 ON CONTENTS B & M RR PIERS 3 AND 4 Home
New Hampshire.
Alliance, England
Capital New Hampshire
Commercial Union, England
American, Boston
Home, New York
Citizens, Missouri

Royal American, Peunsylvania...... Yictoria Victoria
State of England
Liverpool & London & Globe
Northern England
Indemnity
Kings County
Detroit Detroit
German, Freeport, III.
German, Peoria, III.
Security, New York
British American
National Union, Pittsburg
Star Star
Mitwaukee
Mitwaukee
New York Underwriters
German-American, Maryland
Lloyd's, London
Virginia fire and marine

\$1,000,000 LOSS; CAUSE UNKNOWN. Continued from the First Page. hay, on the ground floor of pier 4. Frank Warren, an electrician, whose business took him about the piers, saw a glare of light in the middle of pier 4 at 1:25, when he was crossing the railroad tracks near the grain elevator, and at practically the same minute John Mullin, the cargo watchman on the pier, also discovered it. also discovered it. Mullin says that if he had had a pail of water at hand when he saw the fire first he might have put it out, but there were no fire-fighting materials at hand and Mullin and Warren acted on their best impulses and sent in alarms, Warren pulling an automatic, which was the first thing he could reach, and Mullin sending in a bell alarm from the special box 442 on the mice.

box, 443, on the pier.

tle was also burning when the steamer was drawn clear of the pler, and it looked as though she was doomed to destruction, as she was too far off shore for a stream from a fire engine to reach her, and the two fireboats which had her, and the two fireboats which had steamed up were busily engaged with the blazing Wilson-Furness-Leyland liner Philadelphian, whose crew had lenged overboard and who were being rescued in small boats from the icy water in which they were battling for their lives. Just when the situation of the Dalton hall seemed most desperate and when Cart Gordon had ordered the beats put over the side preparatory to abandon-ing the ship, two tugs came steaming up and turned their hose on the sides of the blazing steamer. Their efforts, together with what the crew of the Daltonhall was able to do, assisted later And it is calculated that if pier 5 had by a stream from one of the fire boats, once fairly started to burn the fire, bad



Pier 4 was filled with a miscellaneous the watchman, and he saw that his hope for safety lay in the water. It takes some nerve to make a leap of 25 feet among a lot of fee cakes into a freezing lot of merchandise, either awaiting shipment or just unloaded from steamnot thought that any very serious damhas known since the famous Thanksgivage has been done to the cargo, as the ing day fire, hatches were closed. What damage The fact the iver, but the men did it in pairs and

ers, and all of it, whether baled wool, olls or smoked meats, was inflammable, so that by the time the first of the fire there was below decks was probably fighting apparatus of the city to arrive caused principally by water. The Dal- the fire long enough to enable the aphad reached the docks pler 4 was rear- tonhall, however, will have to undergo paratus summoned on the general alarm ing like a furnace and was threatening considerable repairs before she will be to reach the scene and get in position able to sail. pier 3, and already had attacked the sides of the steamer Philadelphian, setting that vessel afire and cutting off the escape of the captain and crew. Additional alarms until a general one had been sent were turned in, and while the firemen gave their attention to the desperate work of fighting the fire back from the great grain elevator and in saving pier 5, the police and citizens; generally who had come up devoted themselves to saving the lives of the people who had leaped overboard from the l'hiladelphian and those who were in implicent danger on the Daltonhall. Capt Gordon Subdues Crew. The Daltonhall lay off the end of pler 3, but there was no steam in the boilers, although she had aboard a full cargo and was ready to sail today, and Capt Donald Gordon, his wife and his crew were

asteep in cabin and forecastle. The fire spread with such rapidity that the Daltonhail was surrounded by flames, which were licking at the sides of the pier to which she was moored, and the below. Capt Gordon, a man of the stuff of which heroes are made, showed that he was going to command his ship to the last minute whether she went down beneath the waters or burned where she lay. The paniestricken crew refused to obey orders, and Capt Gordon and his officers sailed into them and knocked down three or four, which quieted the nerves of all hands and brought them back to a realizing sense of their duty. Mrs Gordon stood by her husband's side, and when he went to the bridge

and began issuing orders for casting off the hawsers and for getting a line out to be carried to the Charlestown bridge, so that the crew could warp the ship out of her berth, the brave woman went with him and staid on the bridge while efforts were being made to get a line to a rowboat which had come alongside. Capt Gordon showed no fear for his own safety, but in the desperate situation which he faced he was thoughtful and considerate of his wife, who was suffering greatly from exposure, as she had only a wrap thrown over her night garments, and when a second rowboat came into sight the captain

hailed its occupants, who were patrolman Albert R. Foster and reserve officer Everett H. Gould of division 15, and begged them to take his wife from the vessel, which was already ablaze in the rigging and in the woodwork of the Wife Rescued by Human Chain. The policemen pulled their boat alongside and held it against the high steel side of the steamer with great difficulty while Capt Gordon brought his wife to the railing and tried to drop her over to the policemen. Mrs Gordon realized that the distance was too great, and

her husband, who had lowered her over the side by holding onto her hands, drew her back again, although the heat was then so great that his skin was fairly eracking and his clothes were smoking. Capt Gordon grabbed a sailor who was hurrying past, and, compelling him to take hold of Mrs Gordon's hands, the captain shoved both of then over the side of the steamer, and, holding the sailor by the ankles, they made a human chain, on which Mrs Gordon was lowered until patrolman Foster and reserve officer Gould could reach her. The policemen rowed hurrically away with Mrs Gordon, one of them giving

the scantily dressed woman his overcoat to protect her from the cold, She was taken to station 15, where she was made comfortable with blankets from the dorinitory until several hours later when she was removed to a house in the neighborhood and supplied with appropriate garments. Meantime, with the care of his wife of his mind, Capt Gordon devoted himself to the task of saving his vessel. He directed the fastening of the hawser to Charlestown bridge, and personally sommanded and helped himself in the effort, which proved successful, to warp the steamer away from the burning plar.

Daltonhall Saved.

All But Two Went Overboard. It was the Philadelphian which suffered the greatest damage from the fire, but there was not aboard that steamer such a state of excitement and panic as attacked the crew of the Daltonhall. When Capt Dickinson and his crew were aroused the fire was bursting the firemen by a display of pluck and from the side of pier 4 and licking at the steel sides of the steamer, cutting off escape to the landward side, and there was no time to lower a single one of the lifeboats. There was no steam on in the boilers, and even if there had been, there was no time in which to cut or cast off the hawsers which held the vessel to the pier, for the flames of the steadfastness, which won them high praise, stood to their streams and succeeded in preventing the destruction of the pier.

Steadfastness, which won them high praise, stood to their streams and succeeded in preventing the destruction of the fireboat. But the distance was greater than he estimated and he fell with a thud on the deck. When he will be tried to get up his left leg bent under him and he realized that something was wrong. Some of the firemen made him to head the fire off at pier 5 was the battle put up by several companies of Finally a surgeon from the relief stafrom the side of pier 4 and licking at swept across the deck even as the cap- firemen in saving the great grain eletain and his crew came from below, and life aboard was simply impossible. So quickly had the fire broken out and so rapidly did it spread that no drowned the fire on the inner ends of rowboats had been sent out from either the piers. shore, and the only avenue of escape open to the sailors was to plunge overboard into the ice-cold water, which sailors were paniestricken when they they did, the captain going with his on the dizzy hight of the gallery roof men, and all of them in their night clothes. Two sailors succeeded in sticking to the steamer until one of the fireboats came up, giving them a chance to leap to its deck. They cowered in the lee of the cabin, and could not have stood out against the heat another minute, for their clothing was ready to burst into flames when the fireboat ran up to the side of the steamer, and the pilot ran the bow of the fireboat against her side so the sallors could leap aboard. The heat was so intense that the paint

> Rescued from Water and Fire Trap. Shouts for help from the crew of the Philadelphian had been heard ashore and patrolmen Perley C. Kneeland and Allen of division 15, who had run down to the docks at the first alarm of fire, promptly ran down by the side of pier and cut loose a dory which was moored there and started to the rescue. The slip between the piers was dotted with the heads of swimming men, struggling to keep themselves affoat in water which was full of floating ice, while the heat from the flames which roared above them and seemed to be eagerly trying to lick their heads, threatened every moment to overcome them and send them down to their deaths. The policemen rowing the dory were also nearly overcome by the heat, but they dashed salt water on each other and stuck-bravely to their work of rescue. They staid in the slip and about the ship until they had picked up eight

forward on the fireboat blistered, and

the boat has to be backed off to a dis-

tance to prevent its catching fire,

sailors and had seen others rescued by other boats which had come up, and then, having assured themselves that there were no more men in the water, they rowed ashore on the Charlestown side with their half-drowned and freezing load of humanity. The sailors rescued by patrolmen Allen and Kneeland were John White, John Simpson, George Monk, David Brown, Thomas Doyle, James Driscoll and Frank Fuller. These men were taken to the sailors' haven on Water st where they were rigged out in all sorts of misfit garments, some of them in women's dresses and nightgowns, until suitable garments could be procured for them. All the men suffered greatly from immersion in the ice-cold water and from the heat upon their heads as well, and most of them had swallowed a good deal of salt water, which made them sick. They all agreed that a minuto

more in the water would have caused them to go under, for the last ounce of strength had been exhausted when they were picked up. Shortly after the captain and crewof the Philadelphian had jumped overboard the two fireboats and some tugs which had come up managed to get hold of the Philadelphian and, her hawsers having burned off, drew her out into the stream, where the fireboats attacked her from both sides, and with a crossfire of heavy streams saved all that was possible to save of the vessel. Her upper works, shrouds and rig-

cabin and forecastle were practically ruined by the flames. Some fire got

The rigging was blazing flercely and below decks, it is said, and there was

The fact that the Philadelphian lay in her slip, holding back the main force of to combat the onslaught of the flames on pier 5, is all that prevented the wiping out of practically the entire water front of Charlestown to as far away as the navy yard, at least. As it was, the most terrific part of the general battle with the flames was fought at pier o, and although that big structure, filled as were piers 3 and 4, with highly inflammable merchandise, was often afire,

Cusheon's Leg Broken.

Some of the sailors were not very for

tunate in getting away. One of these was Frederick J. Cusheon, 30, of Kent,

Eng, who runs a donkey engine to hoist

Finally a surgeon from the relief station arrived and examined the injured man's leg. He found it fractured in two places and he put it in splints, after which the man was removed to the came the difficulty of patterns.

Then came the difficulty of getting

Then came the dimenty or getting him ashore. He was placed on a stretcher, and boards were run from the lighter to the cap of the wharf. The improvised gangplank had an angle

of about 40 degrees, and as the spray was falling on it the boards got very

Unconscious When Rescued.

Guarded the Constitution,

Philadelphian to Fireboat-Fel. indications of activity. The bugles were lows Unconscious When Rescued. sounding and men were hurrying about the yard toward the southerly corner. Lines of hose were run out and the

In the navy yard, too, there were

James Fellows was another who fared

badly in the escape. He went over-

board with the rest and landed some

vator, which was threatened all the time until some time after daylight, when the battalions of streams had The covered galleries of the elevator run along, high in air, past the ends of the burned piecs, and firemen perched was falling on it the boards got very slippery.

Meanwhile sparks and chunks of burned wood were flying in the air and landing all about the injured man, who calmly surveyed the situation and occasionally gave orders how to proceed. With the ald of a dozen spectators and a couple of patrolmen, Cusheon was finally landed on the wharf. It was then an easy matter to take him to the ambulance. stuck there, protecting their faces with boards, which sometimes caught fire, and kept the flames back from the rich prey toward which they were reaching out greedly. If the elevator had fairly caught in the early part of the fire pier 5 must have gone, and the flames probably would have swept as far as the navy yard and perhaps well inland ambulance.

through the tenements and the stores

It was a tremendously hard, but a

well-planned and a plucky fight against

which are in Chelsoa at and beyond.

great odds that the firemen put up, and great as the loss is, it might easily have been vastly more. Despite the hour at which it started. the fire attracted a great crowd of spectators to Charlestown, while on this side of the river the pierheads, the North End park and all other places of vantage were crowded with people who had hurriedly left their beds to view the spectacle, one of the greatest in the fire line which Boston has had presented for its consideration in years. The fire had such a fascination for the crowds that they staid until nearly daylight, for the most part, and when daytime came, and working and business people began to get astir, and saw the pillar of smoke which was rolling far into the heavens from the fire, ad-

ditional thousands of people started for the scene. The crowds were so great that shortly after the general alarm came in a detail of 50 policemen from the city proper was sent to reinforce the division 15 men, and as late as 9 o'clock this morning the police lines were being rigidly maintained, and Capt Wyman was personally in command, with 75 patrolmen under him, keeping the crowds in order. Two Firemen Injured. Ladderman John F. Murphy of ladder 18 and hoseman Dennis Driscoll of engine 26 were the only firemen injured. Murphy suffers from concussion of the brain and his shoulder is hurt. His injuries were caused by a sailor from the

The spectators on the wharf then saw two men moving about on her decks. When the smoke would clear away they could be seen running about as if wondering what to do. Several times they were hidden from view by the smoke, and when the wind blew the clouds clear, there was a feeling of relief to see that they still were there.

"If they don't got on soon it will be all up with them," some one said. The men on the dock who were playing a hose across the vessel. It was to ask that the water be played on the steamer. When the hose was turned on to the bow of the vessel the men stood in its path to get the benefit of the spray.

More than once one of them went to the rail, looked over the side and placed one leg over as if he were ready to jump. After what seemed an interminable length of time the vessel began to move again and soon she was lost to view, the topmast and crow's nest, with the dames crawling to the top, being the only parts visible.

Over to the north lay the big steamer Michigan. When the first sign of fire was discernible the crew was called to quarters and steam was gotten up in the boilers and under her own power ithe vessel backed out to safety and later tied up in the navy yard waters.

Guarded the Constitution. Philadelphian falling from a ladder and two men moving about on her decks. landing on Murphy's head and should-Driscoll's right foot was crushed by its being caught between some spikes. He also suffered from contusion of the back. The injured firemen were re-moved to Water st and were then placed in the relief hospital ambulance, When the vehicle got part way over the bridge on the way to the hospital it was brought to a stop, and the injured men were held there until the police ambulance was called. It is under-

lice ambulance was called. It is understood that the excuse for the men not
being taken directly to the hospital in
the city's ambulance was due to a conflict of orders.

The incident created a great deal of
talk among firemen and others when
they learned of it. This morning when
the relief hospital was asked about it
the man in charge said he did not know
of there being any trouble, but admitted
that the firemen were brought to the
hospital in the police ambulance instead
of the other one.

SAILORS' ESCAPE.

Cusheon's Leg Broken in Leap from

Four Missing Men Heard from. After the Philadelphian had been taker out into the stream and the sailors gathered at the Sailors' haven on Water st and were tallied off, it was found four of them were missing. Some time after 4 o'clock, word was brought to the other members that the four missing men had managed to get a bont and landed at the drawhouse of the Charles River bridge, where they were well cared for by the drawtenders. This brought a feeling of relief to the other men. when daylight began to make its appearance it was seen that the fire was being drowned out slowly but surely. The sweep of the flames in the air was only spasmodic and each time they grew less bright. But the clouds of smoke were as thick as ever and they floated out over the harbor, obscuring the sun.

Five Engines and Fireboat Busy. At 2 o'clock this afternoon five steam fire engines and the fire boat were still playing energetically upon the burning pier. Great clouds of smoke were still rising from the whole area of the pier, and wherever the firemen neglected for a time to play on water the flames, soon reappeared. Early in the forenoon it appeared that the fire at the end of the pier had been entirely subdued, but at noon time the flames were leaping from the easterly corner to a hight of a dozen feet. The westerly end of the pier, near the ainland, was also still aftre, and half a dozen streams were playing underneath the flooring from as many different Just above were several score of hogsheads containing cocoanut oil from Ceylon and other East Indian ports, that were in constant danger of ignition. A Boston importer had \$15,000 worth of burlap on the Philadelphian, of which a large part had been landed on the pier, and it was a total loss. A spectacle that excited universal ex-

river, but the men did it in pairs and trios, Sylvie among them.

Fortunately for them, there were a couple of lighters and a pile driver in the dock. The plunge into the water gave the men a shock, and they lost no time in getting to the nearest available landing. Those who were the more fortunate were taken in the hoots by seem pressions of regret was a consignment of famous English pickles and marmalade, scores of cases of it in utter ruin. The wooden cases were burned and charred and the glass jars and crockery were broken and cracked by the tunate were taken in the boats by some of the patrolmen and longshoremen, who realized the danger the moment they saw the fire, and had started to the resource. intense heat. Many pigeons which made their home in the eaves of the pier and in the neighboring grain elevator were overcome either by the heat or smoke and dropped to the ground in flocks. Firemen's Friend on Hand. J. W. Reynolds of Commonwealth av. the firemen's friend, was on hand, as usual, with an eight-quart can of coffee and two mugs, going in and out among the working firemen and supplying them with refreshing drink. A gang of 250 men were working on the new pier 5, just across the dock from pler 4, on the site of last November's fire. The southerly side of the frame

work on the new building was badly

scorched for several hundred square

feet. This morning the tinsmiths were

set to work covering that side with sheet tin. Although two, and in some places three, railroad tracks run along at the head of the piers, traffic on them was not interfered with in the least, for every piece of hose coming from the engines on Chelsea st and all the side streets was run underneath the tracks. In one place an even dozen lines of hose were run under the tracks in a trench dug in the frozen ground. LOSS ON WOOL \$700,000. Philadelphian's Inward Cargo of Great Value-Daltonhall's Load of Corh May Have Been Damaged. The steamship Philadelphian of the Furness and Wilson-Leyland line arrived last Saturday from London, with

distance from the lighters. He swam around and soon became benumbed with a valuable cargo of wool and general the cold and would have drowned had merchandise, and was bearthed at pier he not been pulled out of the water by 4 Sunday morning, after the Lancaspatrolman Neilan and two lorgshoretrian sailed. She is very badly burned, men named Carron and Wrightington, and the cargo in the hold is still burn-When Fellows was taken on the wharf he was unconscious and the people who gathered around wore not slow in getting to work on him. He was rolled over a barrel to get the water out of him, but these measures did not have any apparent effect at resuscitation.

The patrol wagon was on hand and ing. The steamer was towed from her berth by the tugs John G. Chandler Vesta, Peter W. French and Emily, and was anchored off the North End park, where streams of water are being The patrol wagon was on hand and Fellows was hustled to the station, where they worked on him some more. Then he was taken to the relief hospital. There is a good chance for his recovery unless pneumonia sets in. played into her hold. The work of discharging the inward cargo of the vessel was in progress until midnight last night, and 4000 bales of wool had been taken out of the hold and placed on the wharf. This shipment, together with everything else in the shed, was totally consumed. Two Men Left on the Philadelphian. ment, together with everything else In the shed, was totally consumed. It is estimated that the loss on the wool alone will amount to fully \$700,000. The insurance on this wool is carried by local companies. In addition to this shipment the sheds contained 3500 barrels of cement, 40 cars of miscellaneous treight, lumber, hay and loose package freight, and eight or nine empty cars. Meanwhile the fire was making a clean sweep across the deck of the Philadelphian. Rigging soon began to burn away and some of the gaffs and booms fell with a crash. The position of the steamer was all that saved the new pier from going up, for she acted nine empty cars.

The Holland-Boston line steamer Dalnew pier from going up, for she acted as a shield.

When the flames grew to practically a white heat, the paint on the vessel's side began to blister, and it stuck out in big blotches. The smokestack was silhouetted against the flames, one side perfectly white, the other black. Steam was escaping from the pipe in front of the stack, which showed that an effort had been made to get the boat under way. tonhall had just completed loading her cargo for Rotterdam, and was scheduled to leave port today after taking on 242 head of cattle. This vessel was considerably damaged before she was warped out of her berth and moored alongside the bridge. She was towed down the harbor this morning by tugs Active, Shortly after 2 she began to recede slowly from the dock, but she had gone only about 50 feet when she stopped. The spectators on the wharf then saw two man proving about on bear again.